The New-York Times.

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EUROPEAN NEWS.

Newspaper Files by the Hungarian.

The Letter from Napoleon III. to the King of Sardinia.

THE AMERICANS IN CHINA.

The mails by the *Hungarian*, at Portland, reached this City early this morning.

We extract the matters of leading interest.

FRANCE AND ITALY.

Important Letter from Napoleon III.

The Paris correspondent of the *Times* states that he has received from a friend in Italy the following letter, addressed by the Emperor of the French, on the 20th instant, to the King of Sardinia, and he has no hesitation in guaranteeing its perfect authenticity:

MONTBRUN AND PASSY. I write to-day to your Majesty in order to set forth to you the present situation of affairs, to remind you of the past, and to settle with you the course which ought to be followed for the future. The circumstances are grave; it is requisite to lay aside illusions and sterile regrets, and to examine carefully the real state of affairs. Thus, the question is not now whether I have done well or ill in making peace at Villafranca, but rather to obtain from the treaty results the most favorable for the satisfaction of Italy and for the repose of Europe.

Before entering on the discussion of this question, I cannot refrain from saying once more to your Majesty the obstacles which rendered every definite negotiation and every definitive treaty so difficult.

In point of fact, war has often fewer complications than peace. In the former two interests only are in presence of each other—the attack and the defence; in the latter, on the contrary, the point is to reconcile a multitude of interests, often of an opposite character. This is what actually occurred at the moment of peace. It was necessary to conclude a treaty that should secure in the best manner possible the independence of Italy, which should satisfy Piedmont and the wishes of the population, and yet which would not wound the Catholic sentiment or the rights of the Sovereigns in whom Europe felt an interest.

I believed then that if the Emperor of Austria wished to come to a frank understanding with me, with a view of bringing about this important result, the causes of antagonism which for centuries had divided these two empires would disappear, and that the regeneration of Italy would be effected by common accord, and without further bloodshed.

I am still of the same opinion in my opinion, the essential conditions of that regeneration are these:

Italy to be composed of several independent States, united by a federal bond.

Each of these States to adopt a particular representative system and salutary reforms.

The Confederation to then ratify the principle of Italian nationality; to have but one flag, but one system of customs, and one currency.

The directing centre to be at Rome, which should be composed of representatives named by the sovereigns from a list prepared by the Chambers, in order that, in this species of Diet, the influence of the reigning families suspected of a leaning towards Austria should be counterbalanced by the element resulting from election.

By granting to the Holy Father the honorary Presidency of the Confederation, the religious sentiment of Catholic Europe would be satisfied, the moral influence of the Pope would be increased throughout Italy, and would enable him to make concessions in conformity with the legitimate wishes of the populations. Now, the plan which I had formed at the moment of making peace may still be carried out if your Majesty will employ your influence in promoting it. Besides, a considerable advance has been made in that direction.

The cession of Lombardy, with a limited debt, is an accomplished fact.

Austria has given up her right to keep garrisons in the strong places of Piacenza, Ferrara, and Comacchio.

The rights of the Sovereigns have, it is true, been reserved, but the independence of Central Italy has also been guaranteed, inasmuch as all idea of foreign intervention has been formally set aside; and, lastly, Venetia is to become a province purely Italian. It is the real interest of your Majesty, as of the Peninsula, to second me in the development of this plan, in order to obtain from it the best results; for your Majesty cannot forget that I am bound by the treaty; and I cannot, as Sovereign about to open, withdraw myself from my engagements. The part of France is traced beforehand.

We demand that Parma and Piacenza shall be united to Piedmont, because this territory is, in a strategetical point of view, indispensable to her.

We demand that the Duchess of Parma shall be called to Modena;

That Tuscany—augmented, perhaps, by a portion of territory—shall be restored to the Grond Duke Ferdinand;

That a system of moderate (*sage*) liberty shall be adopted in all the States of Italy;

That Austria shall frankly disengage herself from an incessant cause of embarrassment for the future, and that she shall consent to complete the nationality of Venetia, by creating not only a separate representation and administration, but also an Italian army;

We demand, and that the fortresses of Mantua and Peschiera shall be recognized as federal fortresses;

And, lastly, that a Confederation based on the real wants, as well as on the traditions of the Peninsula, to the exclusion of every foreign influence, shall consolidate the fabric of the independence of Italy.

I shall neglect nothing for the attainment of this great result. Let your Majesty be convinced of it, my sentiments will not vary, and so far as the interests of France are not opposed to it, I shall always be happy to serve the cause for which we have combated together.

PALACE OF ST. CLOUD, 20th of October, 1859.

The Papal States.

A Paris correspondent of the *Independance* of Brussels says:

I have received news of importance from Rome. The Holy Father has come to an understanding with the Court of Gaiteta as to the reforms to be introduced into the Pontifical States. The negotiations have been carried on direct by the Pope, assisted by Monsignor Berardi, Under-Secretary of State for Ecclesiastical Affairs, and who is said to be a liberal man. The Holy Father has at last become convinced of the necessity of improving his internal administration, but it is an indispensable preliminary that the Legations shall return to their obedience. What means will be employed for that purpose? The following rumor is afloat at Rome on the subject: Part of the garrison of Rome is to be sent to Viterbo and Perugi; the Swiss regiment in the latter place is to go to reinforce the Papal troops oppose to GARIBALDI; and a French diplomatic agent is then to intervene to prevent a conflict, and to bring about the submission of Bologna, by convincing GARIBALDI that defence is impossible, the Holy Father being supported by the French army."

Another Paris correspondent of the same journal says:

There has been something said of the probability that the Pope will launch a bull of interdiction against the King of Piedmont. Some of his counsellors, perhaps, would not hesitate to adopt that extreme measure, because they do not see all the consequences that might follow. If the Holy See should issue an interdict, the general belief at Turin is that the King would accept the struggle, and decide on embracing another religion, advising the people to follow his example. In the present state of public excitement, it is certain that part of the inhabitants of Piedmont and the other provinces would follow their sovereign in that line of conduct. It is even asserted that VICTOR EMANUEL has indirectly apprised the Pope of his intentions, throwing on him all the responsibility of what might occur."

The American Minister in China.

From the London Times, Nov. 1.

The American newspapers are occupied by a very long narrative of the adventures of the American Minister in his course to Pekin, and in his successful efforts to obtain a ratification of Mr. REED's treaty. It appears that on the Wednesday after the battle at the mouth of the Pei-ho the steam-tender *Toey-wan* was dispatched northwards upon a service of discovery, to ascertain the locality designated by the petty officers at the Taku Forts as the spot where the American Minister would find the means of proceeding towards the capital. As the coast was dangerous and unsurveyed, the tender brought up at a village, and committed to the custody of the inhabitants a letter to the Governor-General of the Province of Chihli. This letter was answered in due course, and an appointment was made for an interview at Pehtang, which appears to be about twelve miles from the mouth of the Pei-ho, but in a position not visible from the sea. In this previously unknown town Mr. WARD was detained twelve days, and the description given of it is certainly not that of a pleasant residence. On July 20, the American Minister, having settled through the Chinese authorities the number of his foreign escort, which was limited to 20; having received letters of introduction from the Russian Governor of Eastern Siberia to the Russian Minister at Pekin; and having been politely saluted by two Russian steamers which happened by a singular felicity, to be anchored off the town, left his ship and committed himself to the guidance of the Chinese officers, who undertook to take him to their capital. The conveyance provided for this journey is described, in the language of the American Embassy, as "a covered box set on one pair of wheels, in which the occupant sits on cushions laid at the bottom." The Embassy specified that this box, seeing that it carried the traveler's baggage within and behind, and protected him against rain and heat, might have been a comfortable conveyance if it had been furnished with springs, and if the roads had no more than average quantity of ruts and holes. Thus the carriage started from Pehtang, directing their course nearly due west across a saline barren plain, and passing a small ditch-like stream which connects the Peiho with the Petang River, but had scarcely enough water to float a ship's gig. The end of the second day's journey brought them to Pehtsang, a town about twelve miles above Tientsin, and on the Peiho River. Here they put into five Chinese boats, and for five days were drawn, by deliberate stages, up the windings of the Peiho, to the city of Tungchau, where the navigation ends. Again they had to enaconce themselves in those excruciating boxes, and they were jolted along the road leading to the Capital. They describe this road with expressive horror as one of "unutterable depravity." Thus, in boxes upon wheels, or upon Tartar ponies, or on foot, the Americans reached the long suburb which leads up to the eastern gate of the Capital. Passing along the suburb and through the gate, they wended their way to the lodgings prepared for them, along an unpaved avenue five-and-thirty yards wide, which rain and traffic had converted into a quagmire, and through which horses, carts and drivers were floundering in great confusion. However, on the 27th of July, Mr. WARD and his suite were safely housed in "Thirteenth-street, Peking."

Thus far the narrative of the American Ambassador's progress to Pekin has some novelty. Lord MACARTNEY, in 1793, and Lord AMHERST, in 1816, were both conducted to the Chinese capital by the ordinary channel of the Pei-ho. Lord MACARTNEY was accompanied by a retinue of 95 Europeans, and Lord AMHERST's numbered 75. The object in the present case seems to have been to reduce this number still further, and to manifest to the population of Peking that the outside barbarians had gained nothing by their military successes, the reports whereof must have been dimly known in the capital. There is a novelty, however, about the box upon wheels and the land carriage which is not often found in progresses to Peking. Perhaps, also, this narrative of the advance from Pehtang and the information that there are across that wide and level plain roads over which wheeled vehicles can be drawn by one or two mules, and in which men may sit without actual dislocation of their joints, may not be without interest to those who are now planning a trip over that plain with a somewhat larger escort than that which accompanied Mr. WARD. Here, however, all the novelty and all the interest of this gentleman's embassy ends. The Chinese, who adhere more pertinaciously to precedent even than Lord ELGIN himself, began, immediately he was housed, to play off upon Mr. WARD the same tactics which had been used in the two former Embassies. A few pages from the records of either of these would describe with a general fidelity all that now took place. Of course, the question raised was that of the ceremony to be performed at the audience with the Emperor. Mandarins were sent to explain that the "three kneelings and nine knocks of the head on the floor" could not be expected of Mr. WARD, but that the Emperor would be satisfied in his case with "one kneeling and three knocks." As Mr. WARD was not amiable on this point, further compromises were attempted; but when they found that the barbarian's prejudices were as strong as ever, and that Mr. WARD could not, consistently with his personal and national respectability, consent to adore the Emperor of China in a kneeling posture; the residence at Pekin ended just as, with the somewhat doubtful exception of Lord MACARTNEY's Embassey, all other Embassies have terminated. Mr. WARD was civilly dismissed from the capital, taken back in his old boxes and boats to Pehtang, and in that little seaport town the ratified copy of the American treaty was handed to him. Of course, Mr. WARD at the same time delivered to the Commissioners the American ratification. But whether they took this back to Peking, or whether the same fate awaits this which happened to the former treaty which the Americans made with YEH, and which was found among YEH's private papers when he was taken at Canton, it is impossible to say. This, however, is pretty certain, that a treaty thus contemptuously ratified and exchanged will be only observed by the Chinese to the extent which may at any time jump with their caprice or their interest.

France in the East.

Correspondence of the London Times.

PARIS, Thursday, Oct. 27.

It appears that the French Government proposes to establish a direct steam communication between France, India and China. The *Salut Public* of Lyons contains the following article on the subject:

"It is seriously proposed to establish a direct steam service between France, India and China. The first result of such a service would be to remove the carriage of silk from the exclusive discretion of the Peninsular and Oriental Company. But it is intended to go further—the French company charged with this service would, if we are well informed, be a banking-house specially created with a view to the extension and facility of our financial and commercial relations with those countries, where English houses reign exclusively and without competition. A Committee has been appointed by the Government to examine the proposals made on this subject, and we believe that delegates from the Lyons manufacturers will be heard before the Committee."

The *Moniteur de la Flotte* copies this article, and adds:

It is an error generally received in France that we have none but religious interests in China and in Cochin China. France has likewise commercial and political interests there of the first order. The value of our transactions with China cannot be estimated at less than from 100,000,000 to 120,000,000 francs. This trade is now carried on almost exclusively through the means of English steamboats. As to the part we shall have to perform in those distant seas, the Emperor's Government, which knows how to become the heir of all noble traditions, will easily find in our archives the proofs of the e evated plans which the policy of the great King wished to realize in the extreme East. Under *Louis XIV. France* was, in fact, seeking in the China Seans means to compensate her for the losses her colonial empire had suffered in India. It was assuredly a grand idea, and it would be worthy of the Government of the Emperor to take up this project and conduct it to a fortunate conclusion."

Loss of the Schooner Jean Martin—Forty-two Persons Saved—Heroic Conduct of Capt. Jones, his Officers and Crew.

To the Editor of the Portland Advertiser:

Knowing that you will gladly find space in your journal for any article suggested by the heroic conduct of our fellow men, I avail myself of the opportunity of giving publicity to a scene which ought not to be entombed in the hidden pages of a ship's log. On Wednesday morning, the 9th inst., the steamer *Hungarian*, THOMAS JONES, Master, of the Montreal Ocean Steamship Company's Line, when on her passage to Portland, at a distance of about 150 miles due east from St. Johns, N. F., sighted a vessel directly on her course, and on approaching her she proved to be in distress. She was bove to, and two men were visible in the rigging, holding between them the British flag with the union turned downwards, which told too plainly that succor was required in that quarter. At the time the *Hungarian* was fast traversing the mighty deep, notwithstanding the fury of the wind and the magnitude of the waves, and bid fair to make another of her rapid runs across the Atlantic. The thoughts, however, of lending a helping hand to a fellow being in distress, stimulated our noble captain, and if possible made him appear more energetic than ever. He stood on the bridge and quickly gave his orders, which were quickly responded to by his worthy officers and able crew. The canvass was soon taken in, and the *Hungarian* was not long in finding a suitable position in proximity to the stranger. "Man the life-boat, Mr. HARDIE, and see what she wants." were the orders now given, and promptly Mr. HARDIE, the first officer, and Mr. FOSTER, the third officer, took their positions in the life-boat, the former at the tiller, the laiter in the bow, having with them in their allotted places five able-bodied tars, who voluntarily consigned themselves to a situation which but for their zeal might have been the lot of some of their messmates. "Remember, HARDIE, should anything happen, St. John bears due east," were the Captain's last words to his faithful officer. The boat was lowered gradually and with great care, for every sea as it broke against the side of the ship, and dashed its spray over the anxious countenances of the sympathizing passengers who stood on the deck, threatening to seal the doom of the brave hearts which challenged its might, and were willing to contend with it on the chances of saving the objects of their action. "Lower away and hoist away," "be careful and look out," were respectively cried out before the crew succeeded in settling the boat on the sea, and in freeing her from the tackle attached to the davit. One of the block's came in contact with Mr. HARDIE's face, and as he was borne to the stranger, the blood had so discolored his cheeks that he was the object of everybody's commiseration. After disappearing and reappearing times without number, Mr. HARDIE reached the vessel, and from the deck of the *Hungarian* we could see the difficulties and dangers with which he had to contend. The stranger was plunging and rolling about at the mercy of the waves, and could hardly be approached; but, by watching an opportunity, Mr. HARDIE succeeded in getting the boat near enough to enable Mr. FOSTER to get on board. A number of persons were soon congregated on the deck, and the confusion which always takes place on an occasion of the kind prescended itself on this one. Men, women and children were thrown into the lifeboat as an opportunity offered, and when all were on board of her, Mr. FOSTER made a final search to see that no one was forgotten. He then succeeded in gaining his place, and our hearts gladdened to see the living little rescuer surmounting the billows with her bow directly towards us. Tremendous seas were rolling at this time, and when Mr. HARDIE brought his charge alongside of the *Hungarian*, we felt sensible of the danger he would encounter in discharging her. Fearless as regarding himself he guided the helm, and the crew, under the direction of Mr. FOSTER, kept the boat off of the *Hungarian*, while those from the railing pulled up the passengers by means of ropes tied around their waists. Immediately after all of the rescued were safely on board of the *Hungarian*, and we believed there was little then to fear, a sea too strong for human force successfully to resist, struck the boat and brought her forcibly against the side of the ship, and Mr. HARDIE disappeared. He was *thrown from his seat into the sea, unable to swim and* without anything in his hand wherewith he could have saved himself. *Life preservers were thrown overboard*, which HARDIE did not require. A kind Providence did not forsake him in the hour of need. While sinking beneath the ship, he came in contact with a line which accidentally hung over the vessel, and seizing hold of it, he was enabled to bring himself to the surface of the water, thence to the deck. A cheer greeted him as his head appeared above the gunwall, but he was as calm and undisturbed as if nothing had occurred. He rested merely for a moment, and then went forth to his duty. The rescued party were taken from a schooner named the *Jean Martin*, bound from Labrador to Carbonier, in Newfoundland. The *Jean Martin* belonged to the captain, and was laden with oil and fish, which he had accumulated during the Summer months. He had a shipwrecked party on board, which he found on the coast of Labrador, and when on his way thence to Newfoundland, a storm encountered him which carried away all his sails and drove him out into the sea. He had been disabled two or three days previously by a heavy sea, which broke over his vessel and strained her to such an extent that the water came into her freely. On the morning of the 9th, the crew were nearly exhausted, only six men being able to work at the pumps, and the stores were all gone, save a few biscuits. They had not had fire on board for several days, and consequently were nearly famished. They numbered in all 42 souls.

When first received on board of the *Hungarian* the condition of all, more particularly that of the women ane children, was most distressing. They were half clad, and their cold, ghastly countenances plainly depicted the horrors which inwardly disturbed them while awaiting the death which, but a few moments before appeared inevitable. The women and children were at once taken to the cabin and placed in comfortable beds, and suitable nourishment supplied them. Dr. FERGUSON, of the *Hungarian* took them under his especial care, and constantly went among them to see that they had everything they required. His kindness enkindled grateful feelings on the part of all. The stewardess, Miss CAMERON, also deserves especial notice for kindly encouraging her patients, and obtaining comfortable apparel, of which they were so much in need. The men had a warm breakfast given to them in the cabin saloon, to which they did ample justice.

On the following morning the *Hungarian* was stopped opposite to the entrance to the harbor of St. Johns, and Messrs. HARDIE and POSTER were again in the life-boat, with the living testimonials of their bravery closely surrounding them. As the little boat was turned towards the shore, cheers of the deepest gratitude burst forth from those on board, and kind and lingering looks were directed to Capt. JONES for his magnanimous conduct towards them. They were all left in a comfortable room in the police station at St. Johns, and, no doubt, the authorities of that place have, ere this, given them the means of reaching their respective homes. The Captain of the *Jean Martin*, supported by the opinion of Mr. POSTER, believed that the staking ship would soon disappear.

Mails for America via Cork.

Arrangements have been made for he British packets conveying the mails between this country and North America to call at Queenstown, (Cork,) for the purpose of embarking and landing mails on each of their voyages between Liverpool and Boston, *via* Halifax; that is, on every alternate voyage by British packet to and from America. For the future, therefore, the outward mails will include such correspondence as may be posted or may arrive in London up to the usual post-hour on Saturday evening, or may reach Cork up to Sunday morning, so that a considerable additional time will be allowed throughout the Kingdom for posting letters, &c., sent by these British packets to the United States and to British North America. This arrangement will commence with the packet appointed to leave Liverpool on Saturday, the 5th of November, and will continue thenceforth on every alternate Saturday. Notice will be given both the daily and weekly editions of the *Postal Official Circular*, of the dates of sailing of the packets to which this arrangement will apply. As the mails from Boston and Halifax will in future be landed at a shorter interval after their embarkation than heretofore, it may not be possible to sort all the newspapers on voyage before the arrival of the packet at Queenstown. Any newspapers that may remain unsorted will, as at present, be carried on to Liverpool.

By command of the Postmaster-General,
ROWLAND HILL, Secretary.

GENERAL POST-OFFICE, Oct. 31.

FROM THE RIO GRANDE.

Defeat of the Expedition against the Outlaws—Demands of Cortinas—Further Depredations—Latest Advices.

From the Brownsville Flag Extra, Oct. 25.

Our unfortunate city is in peril beyond any which has heretofore threatened it. *The force* which went up to attack CORTINAS' camp met with such defeat on yesterday as it is painful for us to chronicle. It was composed of about sixty rancheros and twenty Americans on our side, and fifty of the Matamoras Infantry under Lieut. Col. LARANGA—the force from our side being under the command of Capt. THOMPSON. *They carried with them a howitzer*, belonging to the Mexican force, and a 4-pound howitzer, belonging to Capt. KENNEDY. *They arrived at the rancho of* DOÑA ESTEPANA (the mother of CORTINAS) late in the afternoon, which they found in the possession of about twenty men, who, after one or two volleys, retired about two hundred yards above. These proved to be *the advanced guard of the banditti.*

After a few moments of deliberation, one of two *corrales (which are horse-pens built of high posts)* was selected for a camp, but through some want of concert a portion got into one and others in another. It was then thought well to dispatch the horsemen on a scout around and through the potrero and thence to the landing to secure the boats so as to prevent the band from escaping to the other side. Subsequently, a number of men on foot were sent up the road to find, and if possible, dislodge the enegay. The little howitzer went with them. They soon came to where the road passed through a dense chaparral, and they imprudently proceeded some distance, when a heavy and general fire was opened upon them from an enemy unseen and *undiscoverable. Finding the howitzer* useless, they sent it back and brought up the cannon in the hope that a few round shot thrown into the woods might dislodge the enemy. At the third fire it rebounded and fell off its carriage.

Col. LORANCA was expecting the mounted men, but they failed to come; but now some six or seven *mounted Americans came up and retook the gun*, yet were unable to remount it, nor could they persuade any of the men on foot to come up and assist, so they were forced to abandon it. By this time the rout became general; the mounted men had mostly *left, the majority of the infantry followed, and at last* a few who had remained with the little howitzer at the corral, *finding themselves unaided, and so few in* number that they were unable to put the howitzer into the river, or to destroy the ammunition, as they desired, left also. ANTONIO ESPINOSA and others, however, were able to get it into the river afterwards, but we learn that CORTINAS has since got it out.

There was miserably slight preparation made for the enterprise; few had percussion caps for more than four or five charges—many of the cartridges were found too large for the muskets, and at the close of the attack, when there was an attempt made for a rally, there was not ammunition enough for a single round to each of the soldiers on foot. Some supplies of ammunition had arrived during the fight, but it had not yet been made known to Mr. GLAVECKE, who was charged with its distribution, and he went in great haste towards the city for a resupply. The infantry, who had fought most bravely in the midst of an ambuscade, being out of ammunition, were compelled to retire.

Suffice it to say, that CORTINAS has won a victory, is in possession of two very efficient pieces of artillery and all the ammunition belonging to them, of a large keg of rifle powder, and some provisions which were on the route when the fight took place. It is said that he has two men, at the least, killed, if not more, while on our side four of the Mexican force were wounded at their gun, but none killed. One of the men from Brownsville, a Mexican, was badly wounded.

From what we can judge and divine from the statements of those present, especially from the report of Lieut.-Col. LORANCA and Mr. THOMPSON, CORTINAS had some 250 or 300 men. This is, however, conjectural, as others estimate it far less. Few of the bandits were seen at any one time, but as an old United States soldier observed, 50 men, hid as they were, could have stampeded 500 in a road guarding dismounted cannon. CORTINAS will of course be able now greatly to increase his band, having artillery and the prestige of victory to aid him.

We are now barricading our streets and preparing for an attack upon the town, which we may expect night by night. For ten days past nearly every man has remained on the watch all or most of the night. We are well nigh worn out, but will persevere, hoping for the arrival of the promised rangers. If there are any friends of ours within striking distance, we hope they will not fail to come at once to our relief.

LETTER FROM CORTINAS—HIS DEMANDS.

Subsequently to this victory, CORTINAS addressed the following letter to a merchant at Brownsville. It was written, says the *Flag*, by no Mexican or Spaniard, in wretched spelling and grammar, which translated into tolerable English, would read as follows:

VILLAMUEVA, Wednesday, Oct. 26, 1859.

DEAR FRIEND: I say to you that having been informed that the town of Brownsville is fortifying itself to fight against me, I tell you that I do not wish to fight against the town because of the many persons who are faultless, such as your house, that of D. ALEJANDRO, that of D. PABLO, and other individual houses, such as that of D. VENCESLAUS VEGA. Do me the favor to acquaint all these persons and Mr. POWERS, (our Mayor,) and Mr. JAMES BROWN, (the Sheriff,) that I do not wish to molest the town. I hope you may answer me, because I am about to march upon the town, since I have now got sufficient force and artillery to batter down the houses, and not being desirous of doing so, I desire from you the three or four persons by whom I have been aggrieved, such as Mr. ADOLPHE GLAVECKE, the squinting Sheriff, (the Marshal,) and some other persons who have difficulties with me.

Do me the favor, and with you all those persons whom I have named, to make this letter known to them, that they may drive out those men and cite me to their field of battle. I await your answer, in order to act as it suits me. No more. Your servant, who places himself at your orders.

JUAN NEPOMUCENO CORTINAS.

FURTHER DEPREDATIONS OF THE OUTLAWS.

The *Flag* extra, of Oct. 26, thus sums up the later depredations, accounts of which had been received at that office:

"The daily and nightly watch is unremittingly continued. During the night, every citizen capable of carrying arms is at quarters. The two 24-pound howitzers and a 9-pound carronade are posted at three prominent points, which are defended by barricades, while the entrances to the centre of the city are obstructed by others. On Wednesday, about 3 P. M., twenty or twenty-five horsemen were seen on the other side of the resaca, immediately in the rear of the city, evidently part of the enemy's force; the alarm was given, and the families living on the outskirts flew to their lodging places in the centre; while the men, many of whom were asleep or necessarily employed in ordinary labor, hurried to the barricades, where they remained until morning, the enemy retiring, and not reappearing during the night.

On Thursday it was ascertained that CORTINAS had been sending out his scouts in strong bodies, gathering up horses at the various ranchos, from ten to less at a time, and driving the cattle off with them. It was reported at Matamoras that from thirty to sixty desperadoes, escaped from the Victoria prison, had crossed the river the evening before, and joined him; also that he had obtained some six thousand dollars, but no one knew from whom, or how. The mails left for Corpus Christi and Laredo in the morning, and a return mail should have come in from the former place on Tauresday, and from the latter on Friday, but neither mails nor riders have come in. No doubt CORTINAS has taken them and the riders. He is extending his operations towards the coast, and is evidently in command of all the roads.

At daylight on Friday morning one of the two mounted picket guards at the outskirts of the town saw a man skulking in the bushes with a gun pointed at his comrade. Our friend fired at him instantly, but his horse and that of his comrade took fright at the report. Upon returning no signs of the skulker were to be found. During the day of Friday the scouting parties were reported to have been seen at various points not far outside the city, but no special alarm occurred. About dusk Mr. FRANCIS CAMPBELL, Deputy Sheriff, a printer by trade, who came from Natchitoches, Louisiana, and has a sister and other relatives in that town, whose family lived at the suburb of Ramireño, about a mile and a half above town, went up to see them. He rode a good horse, and was armed with a SHARPE's rifle and six-shooter. A Mexican, who came a day or two since from Goliad with a party of horse-traders, having relations in Ramireño, went with him, mounted also on a good horse.

They had hardly got into their houses when a party of ten heavily-armed bandits surrounded the house, took Mr. CAMPBELL prisoner, took his horse and arms, robbed the Mexican of his horse, saddle and bridle, made prisoner also of four well-disposed Mexicans living at Ramireño, took their horses and arms and carried them all, except the man from Goliad, up towards the camp of CORTINAS. The gentlemen from Goliad represent the unfortunate man from their place as worthy of all confidence. The families of the prisoners are in the greatest of distress.

This brings us down to Saturday morning, with a bitter norther and a closely beleagured town to comfort us; no help within our reach, and that which is promised wholly insufficient for our necessities.

THE LATEST ADVICES.

The Purser of the steamer *Arizona*, at New-Orleans, has furnished the *Picayune* with the following summary of the latest news:

On the night of the 30th October, a party, supposed to consist of about thirty men, came into the graveyard, in the vicinity of the city, and fired some thirty shots from small arms, but did no damage. They were answered by a discharge of canister from a field-piece, but with what effect is not known, as, on searching the place in the morning, no bodies were found, the killed and wounded, if any, having probably been carried off. Several ranches had been broken into, and money and arms demanded under penalty of death, and, when found, taken away.

The ranches of NEAL had been broken into, and everything destroyed; the house would probably have been burned had it not been of brick. NEAL and his family had escaped to Matamoras. The mails and passengers for Arizona started *via* Point Isabel, but learning that thirty men were on that road to intercept them, the passengers went up on the *S. B. Grampus*, and the mails were crossed over from Brazos to the Mexican side of the river, and proceeded to Brownsville, and the mail for New-Orleans came down the same way. Several expresses were sent to and fro on the American side before they were taken prisoners. All the horses and cattle within the vicinity of Brownsville had been seized, and the people were dependent on Matamoras for their provisions. Parties of men who came in to CORTINAS' camp, supposed to be from Victoria, were nearly all on their arrival in CORTINAS' camp, but were soon supplied with clothes and arms, and a lot of cattle had been sold at Matamoras, though who were the sellers or purchasers it was impossible to tell. A universal panic prevailed.

The city had been barricaded and trenches dug, and the people were hourly expecting an attack. There were rumors that Point Isabel and Brazos would be attacked, at which latter place there are many pieces of artillery, and some small brass pieces easily transported, and that CORTINAS was to be succeeded in taking Brownsville that he would carry the war into Central Texas as far as the Nueces. Many of the ranches near that river are now surrounded by Indians, who are supposed to be interested with CORTINAS. The people of Brownsville send an appeal to the people of New-Orleans for help, as they receive no news of the troops and rangers expected, and as the route is a long one from the posts, and the roads bad, there is no certainty of the time of their arrival. They hope, however, to be able to protect the city until aid shall arrive from New-Orleans, even if they are not strong enough to punish the marauders. The prisoner reported as taken last trip had not been hung, but was in durance.

PRIVATE ADVICES.

From the New-Orleans Picayune, Nov. 7.

We are indebted to a mercantile firm of this city, engaged largely in the Rio Grande trade, for the following extract of a letter from their branch house at *Brownsville, dated Nov. 1:*

"Owing to the bad state of affairs in the interior, *and more probably on account of bad roads, we have* no news from Northern Mexico. Three or four conductas are expected for next week, bringing together about $3,000,000.

Affairs here are rather worse than when we last *wrote. We are besieged*, and our communications with Texas interrupted. CORTINAS' band have stopped *all the letters by way of Corpus Christi twice*, the Laredo mail thrice, and would have stopped the *Arizona's* mails from New-Orleans, if they had not been brought up on the Mexican side of the river.

We are still alone, without any assistance from the United States Government or that of Texas. We are in constant alarm, barricaded, on guard all night, with every now and then a few shots exchanged with the enemy, who come to the outskirts of the town to provocate us.

The extra of the *Flag* will give you an idea of our situation.

We lost the battle; two cannon were taken from us; but no wounded on our side. On the part of our Mexican auxiliaries five were wounded and two killed. The other party's loss could not be ascertained.

We are anxiously waiting the arrival of the volunteers from San Antonio, but have no news of them except that they have been ordered to be raised at San Antonio. In the meantime, we expect an attack hourly, and the writer, as well as all other Americans, keeps his arms about him day and night, as we have about three alarms a day—morning, noon and night.

[BY TELEGRAPH.]

POPULAR MOVEMENT AT NEW-ORLEANS.

WASHINGTON, Monday, Nov. 14.

The New-Orleans *Picayune*, of the 12th inst., says that Gen. PALFREY's brigade, of that city, is willing to go to Brownsville if their expenses are provided for. The public authorities are doing nothing in the matter, and the *Picayune*, therefore, urges the citizens to furnish the money.

The *True Delta* states that WALKER had arrived, and proposes to take command of a party to relieve Brownsville. It was reported that there were active movements in portions of Texas for the relief of that place.

STILL LATER—REPORTED CAPTURE OF BROWNSVILLE CONTRADICTED.

NEW-ORLEANS, Monday, Nov. 14.

The report by the steamer *Charles Morgan*, which arrived at Galveston on the 11th inst., that CORTINAS captured Brownsville on the 31st ult., after five hours' hand-to-hand fighting, crying no quarter, &c., is contradicted by private advices from J. MARKS & Co., from their house at Brownsville, dated Nov. 2, 5 P. M., stating that "CORTINAS has made no demonstration as yet, and that the Rangers and Government troops are hourly expected." Mr. MARKS and others here think that Brownsville will hold out until reinforced. The letters from MARKS & Co. came previous to the Corpus Christi account, which is discredited.

The Turf.

TROTTING MATCHES.

The following contests have recently taken place on Long Island:

Trotting on the Road, Monday, Nov. 14; match $200, mile heats to wagons.

Mr. TURNER, b. g. *Ginger*	1	1
Mr. RICHARDS, s. m. *Jenny*	2	2

No time taken.

Trotting on the Road, from McCombs Dam to E. LUFF's, Nov. 12; match and stake $150, to wagons.

Mr. LOVETT, g. m. *Lady Suffolk*	1	1
Mr. BROOKS, s. g. *Prince*	2	2
Mr. REDMAN, b. g. *Vital*	3	3
Mr. FOSTER, br. g. *Jim Donnelly*	drawn.	

No time taken.

UNION COURSE, L. I.—Trotting Nov. 11; match $1,000, *mile heats, best three in five.*

H. WOODRUFF, b. g. Rock (in harness)	1	1	1
Mr. LOVETT, g. m. *Lady Suffolk* (to wagon)	2	2	2

Time: 2.39—2.40—2.40¾.

THE PACIFIC COAST.

ARRIVAL OF THE DANIEL WEBSTER.

NO TIDINGS OF THE NORTH STAR.

The Storm at Aspinwall and San Juan del Norte.

The steamship *Daniel Webster*, Capt. MINER from Aspinwall 4th inst., at 4 P. M., *via* Havana 9th at 6 P. M., arrived at this port at 5 o'clock last evening.

She remained at Havana 13 hours to coal, and transfer New-Orleans passengers and mails to steamship *Empire City*. On the 13th and 14th inst., strong gales were experienced, with very heavy sea.

The *Webster* has 325 passengers, brought by the *Uncle Sam* from San Francisco to Panama.

No tidings of the missing steamer *North Star*—in regard to whose fate much solicitude is felt—is received by this arrival.

AFFAIRS ON THE ISTHMUS.

THE STORM—HARBOR OF SAN JUAN DEL NORTE INACCESSIBLE—DAMAGE AT ASPINWALL—A FILLIBUSTER EXPEDITION IN NEW-GRANADA.

Correspondence of the New-York Times.

ASPINWALL, Friday, Nov. 4, 1859.

The British steamship *Solent* arrived at Aspinwall from San Juan del Norte on the 2d, having left that place on the 31st ult. She brought neither mails nor passengers, the sea breaking so badly over the shallow bar that she could not communicate with the shore. The Postmaster-General, at Washington, will please take notice.

The *Uncle Sam* arrived at Panama yesterday, at 3 P. M., with 510 passengers, who go to New-York, *via* Havana, on the *Daniel Webster*.

The American schooner *E. A. Luce*, Capt. RIPLEY, from a whaling cruise, arrived at Panama yesterday, and will ship her oil across the railroad.

The *Tiempo*, of Bogóta, gives an account of a singular filibuster expedition from New-Granada into Ecuador, which I overlooked in my last letter: It says that 200 men were enlisted and armed in Pasto and Tuquerres, in Cauca, adjoining the State of Panama, by one of the members of the Provisional Government of Quito. This force, under the command of a Señor VILLOTA, passed the New-Granadian frontier, took the Ecuadorian garrison of 50 or 60 men prisoners, and, reinforcing themselves on the march with some of the prisoners, entered the Ecuadorian province of Imbabura. Gen. SANTA CRUZ, of that province, met them with 600 men, and after a serious combat, which lasted four hours, was defeated, himself, various other officers, and 100 of his men taken prisoners, and Col. VELASQUEZ, four other officers and 40 men killed. The New-Granadians took all the arms of the enemy. On the 8th of September this news reached Quito, a force of young men was raised, headed by VENTIMILLA and SALVADOR, and joining their force to 150 men under Gen. FARFAN and the celebrated Col. VITERI, *alias* the "Turtle," they had an engagement of three hours in length with the filibusters, resulting in the death of 15 or 20 of the troops of Gen. FARFAN, of Col. VITERI, and in the capture of Gen. FARFAN and nearly all his troops. The filibusters then pursued their march towards Quito:

The *Uncle Sam's* passengers arrived at Aspinwall last evening, at 10 o'clock; but a gale of wind on the coast having raised such a sea in the harbor of Aspinwall that the *Daniel Webster* had to leave her wharf for safety, they could not embark till this afternoon.

The gale has now, 8 A. M., abated, and there is every chance that the passengers will be off at from 4 to 6 P. M. The ships in the harbor have all weathered the gale; but the damages to the Railroad Company have been considerable. Their wharf has been much injured, as has also the wharf of the United States Mail Steamship Company. The Railroad Company have probably suffered $30,000 damages.

The Solent went to sea yesterday, fearing that the gale might make it inconvenient for her to lie in the harbor. No damage whatever has been done to shipping in the port. F. W. R.

FROM CHILI.

MURDER OF GEN. VIDAURRE—THE JESUITS—THE LEVANT AT VANPARAISO.

Correspondence of the New-York Times.

VALPARAISO, Friday, Sept. 30, 1859.

I have to report on this occasion the most melancholy event that has yet transpired in the civil war of the present year. I refer to the death of the Governor of this Province, who was shot in the streets, *on the 18th instant. This was Gen. VIDAURRE, who* commanded the Government forces when the revolution was quelled at the North. He was an old and noble man. Energetic, generous, humane, he cherished hostility to no one. Even his opponents ad*mired his clemency in the hour of victory.*

He had been forty-two years in public service, *having entered the army in the war for independence*, in 1817. He accepted the office of Governor of this province on the 2d inst., only for a time until another person should arrive. On the 18th, the anniversary of independence, he attended, with the other public officers, the Mass at the church, during which a disturbance was commenced outside, and an attack made on the soldiers of the militia. He went out to quell it

THE VICTORIA BRIDGE AT MONTREAL.

Description of the Masonry, Superstructure and Temporary Contrivances—How the Tubes were Raised—History of the Enterprise, its Difficulties, Obstacles, and the Lessons it Teaches.

From Our Own Correspondent.

LONDON, Wednesday, Sept. 7, 1859.

I herein send you the first official particulars of this great structure which have been given to the Press, having to-day spent some time in examining the working drawings and statistics in the office of [illegible], Chief Engineer. The Bridge, as is well known, is a succession of iron tubes, and is designed to carry a single track of the Grand Trunk Railway across the river St. Lawrence. It will be opened, it is confidently believed, during the approaching Autumn, only three of the twenty-five spans remaining unfinished.

As a splendid and costly work of engineering art, it will be unequaled in America, and of its kind it will not be rivaled throughout the world. But as an economical investment, like its predecessor the Britannia Bridge, there are well-founded doubts. It does not become Americans, in view of late railway slaughters, to condemn the building of trustworthy bridges at any necessary cost; but the expenditure of six-and-a-half millions of dollars on a single work, by a company which will likely need the money to make its other structures safe, is approaching the opposite extreme. Reserving till the opening of this work some new facts on the philosophy of bridge-building, which many still have reached—not our civil engineers, but our Wall-street engineers—I will confine myself to the particulars and history of the great work at Montreal.

The bridge consists of 24 stone piers, two abutments, and 25 spans, the central span being 330 feet clear, while the 12 spans on either side of it are each 242 feet clear. The total span between the abutments is 6,640 feet. The approaches, consisting of gravel faced with heavy stones, and on the north side 1,326 feet, and on the south side 624 feet long, the total length of the whole structure being nearly one and three-quarter miles, or reaching as from Washington-square to the upper end of the distributing reservoir. The two central piers are 24 feet wide each, and all the others 24 feet each. The central opening is 60 feet high from the Summer level of the river, while the abutments are 35 feet high, giving the bridge an inclination or grade from the ends towards the middle of 1 in 130. The depth of the piers up and down the river is 90 feet at the foundation level, and 33 feet at the top. Ice-breakers on the usual American plan, but on a more grand scale than any before constructed, form a part of the piers. The up-stream end of the pier is shaped like a wedge, and also inclines down stream at an angle of 45 degrees from the water level. Thus heavy masses of ice are not only *split* and thrown aside into the channels, but they may roll a little some distance up the inclined face of the pier, and fall over upon the masses already passing through. The abutments are 250 feet long each, and their up-stream side also has an inclination, to modify the effects of the floating ice.

The stone used is a dense blue limestone chiefly from Point Clair, on the Ottawa, 10 miles distant, and of a quarry opened by the builders of the bridge. A part of the stone was obtained in Vermont, some 40 miles from Montreal. The blocks were all cut to shape and dressed in the quarry, and were conveyed by a train-road to the shore of the St. Lawrence, whence they were floated by barges to the works. Most of the stone is rubble-faced, though the ice-breakers and some other parts are smoothly dressed. Iron dowells, run with lead, are used to hold the stones together, in addition to hydraulic cement.

The mass of masonry, forming only the foundation of the bridge proper, may be best imagined from the following figures: The quantity of stone in the piers and abutments amounts to 3,000,000 cubic feet, which is sufficient to cover an acre of ground, filled solid, to the height of 64 feet, the weight being about 222,000 tons. The contents of the approaches is 200,000 cubic yards.

The foundations of the piers are, on the average, 18 feet below the Summer water level, the bed of the river being rock, covered with about eight feet of gravel and clay. In some instances, the apparently sound bottom has proved to be immense boulders, all of which had to be removed, the solid rock being thoroughly cleared before the permanent masonry could be commenced. One of the boulders which was taken out weighed 24½ tons.

The superstructure, or bridge proper, differs from that of the great original model, the Britannia Bridge over the Menai Straits, in several important particulars. As a mere matter of quantity, it is a far greater number of tubes in length, though it is but one tube in breadth, being for a single track. The tubes themselves, however, are smaller—the centre span of the Britannia Bridge being 460 feet, while the central span of the Victoria Bridge is 330 feet. But the chief engineering difference is about the cellular principle, so much talked about, but here abandoned. The top and bottom of the Britannia tubes are composed of small boxes or cells of boiler plate, the upper ones serving to resist thrust or compression, while the lower ones are, for the purpose of tension, like any beam or girder. But in the Victoria Bridge all this work is done by the top and bottom plates and by the tops and bottoms of the side plates, with the exception of the central tube, which has at the top some extra iron-work that adds to its stiffness. One reason of the abandonment of the cells is said to be the extreme difficulty of painting the insides of them—a very necessary precaution, to prevent the rapid rusting out of the metal in this exposed latitude. These are the largest spans ever constructed without cells.

The tubes, therefore, consist of 25 rectangular boxes of iron, from 242 to 330 feet long and 16 feet wide, the height of the centre one being 22 feet, and the others gradually diminishing to 16 feet 6 inches in height at the abutments. They are all stiffened by transverse framework, longitudinal angle iron [illegible], and at the piers, heavy plate braces. The plates vary in thickness according to the strain, the top and bottom diminishing from the centre, where there is the maximum strain, to the bearings on the piers, where the horizontal strain ceases. It has been practically impossible, however, to get thicknesses of iron varying exactly as the required strain, which was calculated at the junction of each length of plate. So in some cases, 2½ times the computed strength has been put into the ends of the tubes. In lengthening and shortening, by cold and heat, the tubes slide upon rollers which constitute their bearing on the piers. These rollers work between a cast-iron plate, secured to the bottom of the tube, and a similar plate imbedded in the stone-work. Each tube is movable only on one pier, being immovably fixed at the other end. This arrangement, of course, works extremely well. A change of 30 degrees of temperature elongates each 242 feet tube a little over three-quarters of an inch. The effect of expansion by heat is remarkably shown in the tubes that the sun shining upon them lifts their ends nearly an inch for every 50 degrees increase of temperature. Thus the tubes are always bending and twisting—not injuriously, by any means, but unavoidably—a curious fact, when we consider that it applies to all physical things—that mountains and temples, bridges and ships, dilate in the warm presence of the sun, and shrink like [illegible] in the cold.

The tubes are independent of each other in resisting strain, although when fastened together they mutually strengthen each other. The plates and other pieces composing the superstructure weigh about 9,000 tons, and are held together by about a million and a half rivets. Thirty-five miles of the surface is painted. The tubes alone are 1½ miles in length, or 5½ times as long as the Menai bridge. The tubes were all made from British iron at Birkenhead, every plate being cut and punched there, leaving only the putting together to be done in Canada. When complete, the bridge will be covered with a roof of corrugated iron, and the whole structure painted in imitation of stone.

The mode of getting the tubes in place was totally different from the plan adopted at the Menai Straits, where each tube was built at some distance from the piers, floated between them, and then raised bodily to the top by hydraulic pressure, the channel in the piers through which they passed up being filled with masonry as they ascended. The Victoria tubes were built out of their ultimate places and rivets on the spot where they are to stand when completed. A temporary bridge or trestle of timber was extended between the stone piers supported on massive posts of timber raised for the purpose, thus forming a solid platform as high as the bottom of the intended tube upon which the permanent iron work was commenced in the middle and finished towards the piers. When the tube was done, the timber staging was cleared away, leaving the naked span of iron resting on the piers. So extensive and capacious was this mass of timber, that it was partitioned off into workshops, and provided with every appliance for raising and handling the plates. Of course 25 of these platforms, one for each tube, will have been erected and torn down.

At the somewhat sudden breaking up of the river last Spring, one of the tubes came very near being carried away, together with the staging, by the ice, but the timber-work was knocked to pieces just in time to prevent the catastrophe. The whole amount of timber used for temporary purposes in the construction of the bridge cannot be accurately stated, but it is known that each coffer dam for landing the piers required 76,000 cubic feet, while each set of temporary piers and staging was composed of 90,000 feet. For gearing at the stone-quarry alone 130,000 feet were used. In the construction of the masonry, the internal capacity of the coffer dams used was 90,000 cubic feet each, or nearly 670,000 gallons, which was the quantity of water first pumped out of them.

The great engineering difficulty attending the construction of this bridge was the immense quantity of ice bound down the river during its "breaking up," at the rate of 10 miles an hour, in masses which would sweep away all ordinary structures. So terrific is its force that it has sometimes burst into the streets of Montreal, destroying buildings and terraces. At sudden bends of the stream it piles itself into icebergs often 50 feet in height, which, as the river rises, go sweeping down, carrying desolation to all *more* obstructions—therefore Mr. STEPHENSON abjured *obstructions*—i. e., all temporary plans of timber fenders and crib work sometimes used in less formidable emergencies, simply because he knew they would not stand, and adopted (not invented, as he has credit for here) the well-known American plan of ice-breaking piers, which we have described. The other engineering points of the bridge are as straightforward as could be asked for, especially the tube precedents and the rock bottom.

The history of the work may be briefly stated. Mr. STEPHENSON having been consulted as to the practicability of the bridge by the directors of the Grand Trunk Railway, went to Canada in 1853 to learn the local facts in the case, which he did with an independence and thoroughness which did not tarnish his great reputation. The commercial necessity of a bridge is one of the leading features of his report, which was rendered in May, 1854. Immediately thereafter, as instructed, he commenced proceedings with the work. Every detail of the design was made in England, under Mr. ROBERT STEPHENSON'S personal inspection, and he also attended to the manufacture of the iron at the various works, and even to the accounts of the engineering staff and contractors at home and abroad. His relative, Mr. GEORGE ROBERT STEPHENSON, provided the drawings and memoranda, showing everything that was to be done in England and Canada, and supervised the whole work. Every piece of iron was so marked at the manufactory that nothing remained to be done in Canada but sort them out and rivet them together as directed. Mr. ALEX. M. ROSS, resident engineer, has especially devoted himself to the masonry. Mr. HODGES, the responsible agent of the contractors, Messrs. PETO, BETTS & BRASSEY, as well as Mr. ROSS, deserves great credit for his perseverance and energy.

A great lesson is taught in the construction of this bridge, as well as in many other engineering works. What an immense amount of time, labor, and expense may be avoided by *thorough working plans*, instead of the "rule of thumb" and "cut and try," which distinguish too many of our public and private undertakings. Here is a bridge nearly two miles long, over a rapid and dangerous river, accurately designed, to the last rivet hole, by an engineer 3,000 miles away, and everything comes together as if it were measured and fitted on the spot.

The professional and popular elements of greatness are often very different. Their size and extent is a legitimate cause of admiration; but the engineer reserves his highest praise for the better accomplishment of a great result at a reduced cost; for the location of a permanent work in a place where stability is almost impossible, or for the ingenious overcoming of difficulties, which, to ordinary men, seem insurmountable. Therefore, while the Victoria Bridge is in simple extent and in mere repetition of the same formula, the most admirable structure of the kind on the Continent, it has been by far exceeded in other respects by the works of our own engineers. A *plan* being fixed, money enough would extend any bridge to any distance.

There is something more to be said about bridges before we can pronounce the Grand Trunk Railway Company wise in this enormous expenditure; but since they did determine upon it, we can only admire Mr. STEPHENSON'S straightforward and successful conception and supervision of the splendid enterprise.

TUBAL CAIN.

LATER FROM HAYTI.

The Conspirators Tried and Sentenced—Proclamation of President Geffrard—Miscellaneous.

We have received intelligence from Hayti to Oct. 22.

The trial of the prisoners arrested for their complication in the late conspiracy commenced on the 17th of October. The charges against the accused were:

1. A conspiracy and military plot with the object of changing the form of Government, of exciting the military to rise in arms against the Chief of the State, of provoking civil war, and delivering the capital to massacre, devastation an i pillage.

2. Of premeditated assassination by means of ambush (guet-à-pens) on the person of the lady MANNEVILLE BLANCHARD, and CORA GEFFRARD, daughter of his Excellency the President of the Republic, which assassination was consummated Sept. 5, at about 7 o'clock in the evening, in the residence of the victim.

3. Of attempted assassination at the same time and place, on the person of the Chief of the State, the assassination of Madame BLANCHARD having only for its object to attract her father into the ambush laid for him.

The act of accusation proceeds at a great length to specify in detail the features of the conspiracy.

Twenty in all of those implicated in the conspiracy were condemned to death, and sixteen suffered the penalty. One was respited, and three are in another country out of the reach of justice. The President has published a proclamation, urging the people to unite with him in his efforts to establish a worthy Government and increase the prosperity of Hayti, and warning other conspirators to read a lesson in the quick punishment awarded to those recently executed.

The Court Martial condemned the Gen. D. DELVA, and his son, Lieut. ALFRED DELVA, to death, for their participation in the conspiracy. It is not likely the sentence will be carried into effect, because these men are safe in France, and their complicity is only proved by the letters they sent to the various leaders of the conspiracy in Hayti. The intention of the conspirators was to make Gen. FAUSTIN President in place of GEFFRARD. FAUSTIN, who, it will be remembered, was allowed to depart by GEFFRARD, came to New-York, and sailed almost three weeks ago for Havre, to join DELVA at Paris.

General OCRAN ULYSSE, for having suppressed the facts connected with the insurrection, of which he was previously aware, was sentenced to three years' imprisonment.

A grand funeral service for the repose of the soul of Madame BLANCHARD, the assassinated daughter of the President, had taken place at Port-au-Prince. In a funeral sermon the Abbe PELTIER drew a comparison between GEFFRARD and PAUL EMILIUS after his victory over the King of Macedonia.

SOULOUQUE, in his retreat at Kingston, Jamaica, on hearing of the assassination of GEFFRARD'S daughter, ordered a high mass of thanksgiving, but the priest he applied to refused to officiate. The fact has aroused an additional ill-feeling towards SOULOUQUE on the part of the Haytians.

The President has formally received the condolences of the Commercial Agent of the United States, in regard to the assassination of his daughter.

Port-au-Prince has been relieved from martial law, and the country was quiet.

GENEVA.

Improvements in the City of Calvin—James Fazy, Gambler and Statesman—Business in Geneva—Watchmaking by Machinery, &c.

Correspondence of the New-York Times.

GENEVA, Tuesday, Oct. 18, 1859.

No city in Europe, Paris excepted, appears to be undergoing a more thorough transformation than Geneva. The walls which mediæval times built so strong and high, have been razed to the ground, as in the case in most Continental cities since the introduction of steam, to make place for new streets, squares and houses. The quays which were formerly but a hundred yards long, have been greatly extended on both sides of the lake, fine breakwaters have been built to give harbor-room for the increasing commerce, one broad iron bridge was completed in 1857, and another above the little "Ile Rousseau," is projected to accommodate the increasing travel. On all sides of the town you hear the din of hammers.

An Electoral Palace or Town Hall, and a Conservatory of Music, a Jewish Synagogue, a Catholic Cathedral, and a spacious hotel, that would do credit to an American city, where hotels are the most perfect, are among the conspicuous new buildings.

But the most striking buildings one sees going up are the new six-story blocks arranged in flats, after the most improved Paris models, with rich fronts, well supplied with balconies.

Indeed, the wonderful changes making in this good city of Calvinistic memory leads one to ask whence all this enterprise? What Swiss Napoleon has decreed all these squares and palaces, and drives by the beautiful transparent lake? Who has conceived strategical purposes against this great *horlogerie*, this city of crazy chimney-tops and crab-going carriages.

From all sides I have received but one reply, and that is, "FAZY has done it," "FAZY has done it." So extensive and remarkable are these improvements, I must add a word or two concerning the man who is always designated as the master spirit of the movement.

The revolution which recently shook Europe so thoroughly as to make priests and kaisers think the world was fast going to ruin, really received its commencement in this nursery of revolutionary ideas in 1846. At that time all political power was in the hands of the upper classes, and most zealously did they guard it. The laboring people, however, having a Genevan way of thinking for themselves, concluded that a little more freedom would be agreeable to them and sought for some concessions. The reply they received was, Austrian-like, smelling somewhat of gunpowder. In the midst of this civil war, the aristocracy had the law of the time and the army at its side, but the laborers had asked for what they believed to be their political rights and held their ground. The contest was becoming formidable, when one day a hard-looking, broad-faced, stalwart man, with a few comrades, entered the chamber of the Federal Councillors, and told these gentlemen to disperse. As these chiefs of the State had but little confidence in themselves or in what they were doing, they retired very soon, and from that day to this the aristocracy and the radicals of Geneva have prayed for each other very much as the British pray for their enemies. But the radicals gained their point, and FAZY became the leader, and the public enterprise and life to which I have referred came with this simple change of masters. I have been told that this able man, in reality, controls the politics of the Confederation, and certainly but few rulers have had a more successful career in so short a space of time, or have left, in proportion to their empire, more lasting and praiseworthy monuments. As I am a thorough believer in the wisdom and greatness of republicanism, and regard an enlightened democratic government as the highest form of government, I have naturally been most interested in this modern Swiss President. But human nature has its weak side. President BUCHANAN can write a Fort Duquesne letter (treasonable in spirit) predicting the failure of American institutions from the very means which he fosters in his Cabinet, and which he well knows placed him in office. The Geneva President must blot his brilliant success by keeping or allowing within his own house, in violation of the statute law, a gambling bank. Now, why this clever Mr. JAMES FAZY chooses to neutralize his good influences in Geneva by such means, I cannot tell. It is a disgrace which is mortifying to friends of pure institutions, from whatever country they may come. Yes, erase out the gambling stain upon Mr. FAZY, and he will live in history much longer than any member of the so-called Geneva aristocracy, who have hated him so long and so ardently.

I have never heard, during my travels, of a more absurd or supercilious caste than that which exists here. The families of half a dozen generations of wealth and refinement, or of some accidental descent from somebody, connected with somebody's court once upon a time, have nothing in common with Geneva of to-day, socially or politically, or even with Republicanism. Indeed, it is the general impression that these people would hail the annexation of Switzerland to France or Austria with delight, because they would thus stand some chance of becoming Senators or Deputies, or Chamberlains in a grand court. It is sad to see such beings creating hatred between class and class, when they ought to feel a much nobler ambition in guiding and aiding the progress and Christian simplicity of Republicanism. In view of this spirit among the educated classes, it is not to be wondered at that the humbler classes should let themselves out as soldiers to the Bombas who are afraid of their own subjects.

The fact is, this little State obtained its freedom latterly from accidental causes, and although the humbler classes are industrious and honest and a law-abiding people, a great deal of effete aristocracy has sought asylum here from revolution or disfavor at home. Thus you have the worst political element that could exist in a State,—people who are enjoying the benefits of a Government and despising the principles on which it is founded. So between these people and FAZY and his workmen, I confess my sympathies are with the latter; only FAZY must break up the bank.

Under these circumstances there are none of those social elements which foster patriotism or Christianity. The isolation of caste extends from class to class, and thus prevent the possibility of disinterested friendship. And so strong has been the feeling between the extremes of society, that not many years since anything like a very fine equipage was stoned as it passed through the streets.

Should the stern, sharp-faced JOHN CALVIN return to the city of his iron rule, I imagine he would find but little to his liking. I am quite sure that the Sunday night theatre and circus, and faro-bank, would meet with his marked disapproval. The miserable attendance in the national churches, while the Catholic priest often has an audience of two thousand persons, would also lead him to institute some inquiry as to the cause of this failure of his successors.

Three institutions of his time he would find to be still observed. The men and the women continue to keep separate as much as possible in all social or anti-social gatherings; the sneezing and coughing interval in the sermon is still observed; and the regular followers of the good old fashions can be seen any day, riding about town sideways.

The prosperity of this beautiful place, as all the world knows, is owing to the successful industry of watch-making, music-boxes, and jewelry.

This manufacture was commenced here in 1587, and now it is estimated that 100,000 watches are annually sent out to keep the world in time. Watch-making has also had its changes. About fifteen years since, one of that noble, intelligent race so scattered about the world for the world's good, from the North of Europe, settled here and introduced machinery in watch-making. These machine-made watches were soon found to be much better and far more economical than those made by the hand process, consequently Mr. PARENT has obtained many medals and the more substantial success of a flourishing business. One of the pleasures in visiting this establishment is to meet such an intelligent man. Mr. PATEK has traveled extensively in the United States, and is thus able to judge for himself of the immense resources of our country. With true magnanimity he paid his American competitors of Waltham a high compliment, and said that our systematizing and inventing would soon overcome the difference in the price of labor, and the American watch-making would prove a success in every respect. He also made another remark gratifying to our national pride, and one which, I fear, cannot be said by all who have had dealings with us. He said in all his extensive business relations with Americans he had never lost a dollar. Messrs. PATEK & PHILIPE employ about three hundred hands. Their manufactory is one of the most interesting sights of Geneva, and it is shown freely to all persons who are introduced. As I passed through the rooms I witnessed for the first time watchmaking by machinery, and certainly the rapid manner of making wheels, and drums, and pivot holes is quite marvelous. Of the variety of watches made here there seemed to be no end. They range from the highly-respectable heavy chronometer balance to the capricious little "love of a watch" no larger than a five cent piece. In the designs of the exterior I observed an increasing severity of taste. Some were covered with sparkling diamonds, some had their brilliants arranged in exquisite geometric forms, and some were made to sparkle with the black eyes of a fair damsel transfixed on enamel by the matchless pencil of LAMONIERRE. Not long since I made a visit to this distinguished artist's studio. My introduction secured me an explanation of the interesting process of enamel painting. While enjoying this treat an American lady was put into the red-hot fire for my instruction, and it is needless to add that she was true to her sex, and came out improved by the trial.

This suggests a hint which I will volunteer to some of my countrywomen, who spend much money in European capitals. A work from LAMONIERRE costs from $75 to $100. It is true you have to wait your turn. But a small curtailment of the lace, which none but gold-worshipers care for, will, with a little patience, give you a work of art, durable and of lasting pleasure to all cultivated minds. I confess I have sometimes experienced a feeling of sadness and mortification when I have seen spread out before a group of friends, the purchased treasures. I have felt that a pure, ennobling ambition is not always the rule, and that the note of extravagance struck here by the American mother has its reverberations far on in the overstraining for effect, the obstacles to true marriage, and the crimes and errors which follow.

I must add a word more about the hotels, which will be of interest to Americans. The Hotel des Bergues, where the New-York journal, so rapidly gaining ground in Europe, is always to be found, is a most excellent hotel. The Hotel l'Ecu is equally popular, and a favorite among Americans. But the Hotel Metropole marks an era in European hotel building. The enterprising Geneva merchants who had seen our palaces of the people, determined on having a hotel in Geneva after the same models, and the result is quite inspiring to the traveler. To render this comfortable house still more popular with our countrymen, Mr. WALDOLD, the keeper, has cheerfully promised to carry out some suggestions I have given him, so that next Summer the visitors of the Metropole will find a large and beautiful parlor for ladies on the first floor, a gentleman's smoking-room, a conspicuous hotel register, where all guests will inscribe their names on entering; and the present reading-room will be made more complete by the presence of the NEW-YORK TIMES.

The vintage in Switzerland, this year, has been unusually good. The wholesale prices I have observed in the passes would be fourteen, thirteen, eleven and eight cents for the equivalent of the English quart.

While all European Governments are busily engaged in making rifled cannon, I must quote the following facts as being quite as worthy the attention of sensible men, as experiments with gunpowder. The beautiful salmon-trout which formerly existed abundantly in Lake Leman, at the present time are extremely scarce. This is an important matter with good livers in this vicinity, and consequently the restocking of the lake has received considerable attention. The Vevay Society of Fish Culture in 1857, took fifty small salmon from the Rhine and placed them in Lake Leman, as a commencement, and within a couple of weeks two of these fish have been captured near Hotel Byron. One weighed a pound and a half, and the other two pounds, and the flesh was of a fine yellow, of excellent quality.

The proprietor of Hotel Bellevue, at Thun, has also made an important experiment. In the Spring of 1858 he put 3,000 small trout, three inches long, in a tank or reservoir 250 by 120 feet, 7 feet deep. The fish were fed during the Summer on snails broken from the shells, and in Winter on sheep's blood pumped into the water. The growth has been such that at the present time they are six inches long. Next Summer it is expected they will be eight inches long; after which the proprietor will continue to have an abundance of this delicate fish with a trifling expense. The increase in number has already been fourteen thousand. "It is necessary," adds the *Neuchatelais*, "in order to obtain this result, to separate the little fish from the larger ones, for with fish as elsewhere, it is the law of the strong which rules, and the large consume the small."

PERICLES.

WHAT IS TREASON?

Charge of a United States Judge in Ohio on Complicity in the Harper's Ferry Affair.

Hon. H. V. WILSON, U. S. District Judge for the Northern District of Ohio, charged the Grand Jury, on the 10th inst., on the crime of treason against the Federal Government, with special reference to the recent Convention at Cleveland, and the affair at Harper's Ferry. After stating the legal definition of the offence, and quoting largely from the opinions of Judge CURTIS of the United States Supreme Court on the subject, he thus speaks of the particular cases to which attention has been directed:

It is supposed by many that the assemblage of persons which convened in this city on the 24th of May last, was a treasonable assemblage, having as its real object open and violent resistance to the execution of a public law of the United States, to the unlawful rescue of offenders imprisoned under the process of this Court, for the violation of that law.

The use of force being an essential element of the offence, the crime of treason against the Government is not complete without it. Whatever might have been the other distinguishing characteristics of that convocation, the persons composing it did not render themselves obnoxious to the first section of the act of April, 1790, unless there was a combination by which different individuals were united in the one common purpose of preventing, by force, the execution of a law of the General Government; and, further, that there was the actual use of force by such combination to prevent the execution of that law.

When an assemblage of persons, called together for the purpose of denouncing the National Government, its laws and its public functionaries, contents itself by simply passing resolutions of disfavor, or by the performance of any other act equally harmless, such proceedings involve nothing more than mere matters of taste and opinion in relation to which all good citizens have a perfect right to differ and to express their opinions. Such proceedings certainly do not constitute the crime of treason against the Government.

Again, it is supposed by some that the recent lawless violence of a mob on the banks of the Potomac was the result, and in fact constituted a part of a treasonable conspiracy against the Government of the United States, and that certain citizens of the northern district of Ohio are implicated, or had complicity in that transaction.

If the recent criminal violence which was perpetrated in that direction originated, or was produced by a band of conspirators, whose purpose it was to overturn the Government of the United States, then, doubtless, *all who were in league for its accomplishment are guilty of treason.* It matters not whether those engaged in the enterprise were few or many. Nor is it material, so far as the crime itself is concerned, in what portion of the Union any one of the number thus engaged committed an overt act involving the turpitude of this crime. Wheresoever the overt act was done, there the offence was committed, and there the offender is amenable to the law before the Federal tribunals, whose jurisdiction in such case is exclusive.

But if the enterprise had for its sole object the subversion of State Governments, and a consequent breach of the laws of Virginia or Maryland by means of a servile insurrection or otherwise, then, even if the plundering of the national armory was resorted to by the conspirators for the accomplishment of their object, the offence does not, nevertheless, come within the definition of treason against the United States; but it is a State crime, and the offenders are only answerable before the judicial tribunals of those States whose laws and municipal regulations they have broken. Hence, if your action is involved in this matter, the *purpose* of the alleged conspiracy becomes an important inquiry. It is, however, a question of fact, to be ascertained like any other truth, by the production of competent evidence, and the hearing of satisfactory proofs.

In entertaining against citizens of Ohio or grave a charge as that of treason against the Government, the Grand Jury should exercise their utmost caution and deliberation. If in the highest degree known to the law, any accusation can be considered as *ex parte*, or *one-sided*, it is one of treason, as on the testimony of two witnesses to the same overt act, or upon confession in open court, the utmost *penalty of the law* is inflicted. But while this great deliberation and caution should be exercised in these matters, you should at the same time be faithful and firm in the discharge of those duties which the law imposes upon the Grand Jury, in a matter so vital to the very existence of the Republic.

The man who deliberately joins and co-operates with conspirators for the overthrow of the United States Government, and who seeks to accomplish this nefarious design by robbery and the bloodshed of innocent persons, is a criminal of the most dangerous character to the community; and it is but the aggravation of his crimes, when duties and obligations of the most solemn character to counteract and to expose the machinations of such conspirators and the perpetration of such outrages. The good fountain of truth above is from whence flows the influences of pure religion on earth; and "good will to men," is the element breathed by every true Christian. It was that pure principle and temperament of the bigots who designed French to be killed by the massacre of St. Bartholomew. It has been the principle on which wicked men and the arguments of perverted minds have set to entrap souls in all countries. Fortunate it is for the stability of our institutions and the administration of justice that in this country courts and juries have no criterion for determining crime or measuring its enormity, except that which is furnished by the law of the land.

I am not aware that it is the intention of the Government to bring any case before you, for the violation of the act of 30th April, 1790; nor is this Court officially advised of any facts that form a basis of just complaint in relation to it.

But I fully agree with the District-Attorney as to the importance of your fully understanding the character and essential elements of this heinous offence, lest you might be induced to improper action by extraneous influences.

SOUTHERN POLITICS.

The Talk and Sentiments of Slaveholders in Kentucky and Elsewhere—Their Condition and Interests.

Correspondence of the New-York Times.

LOUISVILLE, Ky., Thursday, Nov. 10, 1859.

Some of the slaveholders in Kentucky and other border slaveholding States are, especially now, immoderate and violent in their conversation about current topics. Sectional partisans themselves, by habit, if not by nature, they catch at everything said or done by politicians of their stripe in the South or North. They act as if they thought their proprietary interests were more secured by constant addition to the fuel for Slavery excitement. Divers misrepresentations are made by them and their organs to unite the South for the sake of the South. The slaveholding interest is held to be "the South," and to be in imminent danger.

The "Brown Republican rebellion" is only the first gun of the "irrepressible conflict." Capt. BROWN was the leader of only the advanced guard. The Captain and his accomplices, abettors and instigators, should be hung as high as HAMAN. The people of the North are mad. Fanaticism reigns triumphant there. The result in *New-York* points most clearly to the election of WILLIAM H. SEWARD to the next Presidency. Notes of alarm must be thundered forth. "Forewarned, forearmed!" The latest blast from the North brings it to their ears that the cohorts of SEWARD, flushed with victory, are about to make forced marches against the South. Prepare for the worst! Something must be done forthwith. What shall it be?

The militia must be called out, mustered and drilled. The gag must be put to the mouth, or the goad to the back, of every Republican and Free-Soiler below the line. Whoever in our border States dares to say anything against Slavery must expect to be scourged and spit upon and perhaps shot down. He will have to endure the penalties of mob and martial law. Partisan Slave-Sellers may agitate as much as they please, and, in ear-shot of our blacks, charge upon everybody else in and out of the State the direst "Abolition" intents, and thus endanger the very interest they profess to uphold; but no domestic Free-Soiler, however moderate, sensible and conservative, shall utter a word! According to their talk, one might suppose that the masses of Kentucky and of all its slave neighbors must be turned into a mercenary soldiery, a Pretorian guard, to save a set of patricians from a host of "Black" and "Brown" enemies without and within. The State Legislatures, Executives and Judiciaries must be subsidized to save their Federal patronage and power, also, must be called. Oligarchic mob rule must take possession of our States in order to put down or drive off the fiddle and outside plebeians and barbarians! Personal and constitutional liberties must be trampled on. State bills of rights and the guarantees of the Federal Constitution must be blotted out by legislative and military mobs, in the service of the slaveholding few! And "State Conventions" must be held to provide against the inevitable effects of the election of WM. H. SEWARD, or any other Republican. Rebellion, revolution, dissolution, anything rather than suffer the Administration or installment of an "irrepressible" agitator!

This is one picture—a warlike, "blood-and-thunder" one. Now for another. Many Slaveholders in this State and vicinity seem inclined to much more moderation. Many of them in Kentucky, Missouri, Tennessee, Virginia, Maryland, Delaware, and North Carolina, answer the description given last Fall by Gov. SEWARD, in your city of Rome. They "*look for safety in public repose and tranquility, and if left to themselves, would not be a partisan or political class.*" The constant talk of petitfogging politicians among them does them more harm than good. It may, indirectly and directly, affect the tenure and depreciate the home value of their slaves more even than would many "Republican" St. Louis *Democrats* or Newport *Free Soilers*. I reckon they are not unconscious of this danger, and will in time rebuke such officious agitation.

To my view, they would not make such ado about the Harper's Ferry affair as their skittish and headlong "friends." While they regard it the result, in part, of outside Slavery agitation, they do not believe that the Republican Party is directly and stand responsible. The manly qualities of BROWN have their sympathy and praise; but such a disturber of the peace, brigand and traitor as he, the leader, should be made a terrible example of, and the rest should be imprisoned for life.

The election of Mr. SEWARD on a "Republican" platform, and by a sectional "Republican" vote, would be a deplorable event, they say, and they would, Constitutionally, resist to the last his "Republican" Administration. But, so far as it might be national, neither for or against Slavery, it would receive their support. They would do all in their power to thwart the probable sectionalism of his *régime*, and, by opposing, strive to end it. But, whatever ills they could not constitutionally avoid they would manfully bear. The notion of dissolving this Union would never enter their heads as a remedy for anything; and the general sentiment of Kentucky and its contiguous neighbors on all sides would, in the trying hour, call aloud for its perpetuation.

Moreover, there is, I apprehend, a *Free-Soil undercurrent* in our border slave-soil States, among even the slaveholders. They are gradually opening their eyes to the economic disadvantages, the unprofitableness and wastefulness of their slave-labor, and its utter unfitness for their latitude. Many, when they speak honestly, say they do not feel it to be an inestimable blessing or an indispensable institution in any point of view. Their households, they acknowledge, may survive without slaves; their industrial pursuits may thrive without them; and their States, as free, may prosper. They do not object to a temperate public discussion among themselves of Slavery's economic relations. The rampant talk of Pro-Slavery partisans is not indorsed by them.

Self-interest, enlightened, freed from the hoods and shackles of partisan Pro-Slaveryism, will teach our slaveholders voluntarily to get rid of their slaves and employ the labor of freemen. Indeed, it is teaching them so already. The bread-and-butter argument, the philosophy of the purse, is telling. They are practically concurring with and carrying out the suggestions and statements of Hon. A. H. H. STUART, of Virginia, as submitted before the Central Agricultural Society of his State, at Richmond, Oct. 26, 1859. His points are being realized every day, to wit: that slave labor is valueless in the border or provision States; that white labor can be economically substituted for it in the production of the cereals, live stock, and everything which is grown in those border States of the South; that *the great properties of political economy are destroying the Slave population from the grain-growing and grazing States to the planting States; that free labor is fast taking possession of the former*; that, under the operation of natural and economical laws, free labor is bound to acquire the ascendency in all the manufacturing, commercial and farming departments of industry, and that, *at perhaps no distant day, the retention of Slavery will be restricted exclusively to the planting States.*

PONTIAC.

Naval.

Dispatches from the Home Squadron, dated on board the flag-ship *Roanoke*, off Aspinwall Nov. 2, have been received at the Navy Department. The *Roanoke* left Aspinwall on the 17th October, and arrived at San Juan del Norte the afternoon of the 19th, remaining of there until the 24th, when the ship left to return to Aspinwall. On her cruise off the mouth of communicated with the *St. Louis* off the mouth of Colorado Branch Canal, where she will remain until relieved by some other vessel; and also with the *Preble*, stationed at Chiriqui Lagoon. The *Roanoke* reached Aspinwall on the 27th October. The *Saranac* was off San Juan del Norte. The *Lancaster* arrived at Aspinwall on the 25th October from Carthagena, and having provisioned left on the 1st inst. for San Juan del Norte and the coast of Nicaragua.

THE CHURCH OF THE PURITANS.

The Mission to England—Dr. Cheever's Claim to be Regarded as the only Anti-Slavery Preacher.

To the Editor of the New-York Times:

Will you allow me to suggest a few thoughts upon the "irrepressible conflict" now going on in your columns, in consequence of the doings of the Pastor and the members of the Church of the Puritans, in this City. Though I have taken no part in the transactions of that Church, which have occasioned the controversy, I have not been an uninterested observer, nor have I obtained my information exclusively at second hand. I am familiar with their entire history.

You have written and published with great severity an ex-clergyman against the Reverend Henry Ward Beecher, that extended full as far as either the Pastor or Church in the ministry. But, perhaps the severest insinuations are to be gathered from the paragraphs over his own signature.

After a careful reading of all that you have written, I cannot discover a single sole statement or argument in the whole. Regret with you many, that the Church has proceed at your suggestion to notice one part of these transactions, which seems to me quite as important as any that you have commented upon. Before I suggest this omission, however, please allow me a few words upon one of the claims set up, both by Dr. Cheever and his defenders, to wit, that he is the only preacher against *Slavery as a sin*, in the American Church. I express doubt that he owns an apology for this assumption for many a clergyman, other than, and to whom not unconscious of, the grossest inconsistency, is chargeable with this delusion. Why, I have myself heard Dr. CHEEVER, then, as now, a "regular contributor" to that paper, must have resorted to that moral quibble, or, at least softened his friend to do so, to conceal a disgraceful fact, which he was then ashamed to admit. Verily, "the Church" "did not" mean her self! It was the reverend pastor and many of his leading "members." It was not "the Church," but Church "members." Is this a sample of Dr. CHEEVER'S views of gospel truth, and of his practice of "expediency?"

This Christian truthfulness of one who speaks contemptuously of "expediency," reminds us of the honesty of the "old lady" in the story, who was "always ready to confess a fault, like a good Christian, when it was fairly proved upon her."

OBSERVER.

Good News for Thieves.

HOW THEY ADMINISTER JUSTICE IN THE TOMBS.

Not many months since, a tradesman of this City, standing at his counter, was visited by a peddler who produced his wares and invited the tradesman to buy. The latter being attracted by the appearance of a colored lithograph inquired the price, and upon learning that $2 50 would transfer it signified his willingness to purchase. He gave the peddler a $2 bill and the peddler, not having the requisite amount of change about him, went into a shop opposite to procure it. He did not return. The tradesman, considering the lithograph dear at the price he had paid for it, put the transaction down to profit and loss, and had almost forgotten the occurrence, when he met the recreant peddler in the street. He seized his arrest forthwith. In due time the case came before the mysterious, and, we had almost said accurate tribunal, the Court of Special Sessions—that Court without a jury, whose quarters are in the Tombs, which sits three days every blessed week in the year and has no midsummer holidays, which works off an average of thirty prisoners a day, and where three judges—or, in dubious cases, two judges out of three—give the verdict and pronounce the doom. Before this tribunal did tradesman and peddler appear, the prisoner being supported by counsel in the person of Mr. Judge STUART.

The complainant testified to

Registered Lecture.

MOST EASY IN A SECURITIES LETTER A "RE-
NOTARIES"!

Kennedy Mortgage on 274 Monroe-st. Debt of
Kennedy Mortgage—Fifth was to secure upon
a deed to be void on the 1st day of April, 1866. The
Kennedy Mortgage—Fifth was to secure upon
a deed to be void on the 1st day of April, 1866. The
Kennedy Mortgage—Fifth was to secure upon
a deed to be void on the 1st day of April, 1866. The

LAW REPORTS.

SUPREME COURT.

Decisions.

Dean & Donohue opposed.

COURT OF APPEALS.

Decisions.

COURT CALENDARS.

SUPREME COURT—CHAMBERS—SPECIAL TERM.

SUPREME COURT—CIRCUIT—Part 1.—Nos. 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467,

The New-York Times.

NEW-YORK: TUESDAY, NOVEMBER 15, 1859.

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Amusements This Evening.

BARNUM'S MUSEUM AND THEATRE—The Wife's Secret—Nobs.

WINTER GARDEN—Shirk.

WALLACK'S THEATRE—The Wages Ashore—To Paris and Back.

NEW BOWERY THEATRE—Last Words of the Monk and Thief—Rasul.

DRAYTON'S PARLOR OPERAS—Mrs. Tib and the Bandbox—Never Despair—Love's Labor Lost.

BARNUM'S MUSEUM—Afternoon—Humbug is the Best Policy. Evening—Lady of Lyons—Freedom and a Short Frock.

METROPOLITAN SALOON—Gaston Celeste's Mysteries.

WOOD'S MINSTRELS—No. 444 Broadway—Ethiopian Entertainments.

BROOKLYN TABERNACLE—Old Folks' Concert.

CHATHAM AMPHITHEATRE—Welch & Aymar's Circus.

GOLDBECK'S MUSIC HALL—Popular Lyric Entertainments.

PALACE GARDEN MUSIC HALL—Ethiopian Entertainments.

CRYSTAL PALACE GROUNDS—Inflation of the Great Mammoth Cut of New-York.

CHURCH'S "HEART OF THE ANDES"—Studio Building, No. 10 Tenth-street, between Fifth and Sixth avenues.

ACADEMY OF DESIGN—Roman and French Paintings.

SOUTH'S NEW GALLERY—Corner of Broadway and Ninth-st.—Two Fairbairns at Rest Bethesda.

SCHAUS' GALLERY—No. 675 Broadway—Palmer's Statue, "The White Captive."

INTERNATIONAL ART INSTITUTION—Exhibition of Paintings.

PICTURE GALLERY—Wallack's, No. 625 Canal-street—Free Exhibition.

PANORAMIC GALLERY—Exhibition of Paintings.

ROSE'S CHAPEL—Warren's Diana.

NEWS OF THE DAY.

The packages by the steamship *Hungarian*, from Liverpool, on the 3d inst., were received at one o'clock this morning. We enlarge the outline received by telegraph from St. Johns and from Portland, with extracts of prominent interest.

The steamship *Daniel Webster*, employed as a substitute for the *North Star*, arrived here last evening, having left Aspinwall on the afternoon of the 4th inst. The effects of the gale had been seriously felt at Aspinwall, and at San Juan del Norte. At the latter point the British mail steamer had found it impossible to communicate with the shore, while at Aspinwall the shipping had to put to sea to prevent destruction. The property of the Railroad Company had suffered material damage. The *Daniel Webster* brings no information in regard to the steamer *North Star*, so long over-due at Aspinwall.

Our correspondent on the Isthmus obtains from the Treasurer of Bogota, a curious account of a private filibustering expedition, which had left New-Grenada for Ecuador. Making its way across the frontier, it had already beaten an opposing party of Ecuadorians, and was in full march for Quito, the capital. In the present distracted state of Ecuador, there is little chance of defeating the attempt, audacious as it may appear.

By the simultaneous arrival of the *Daniel Webster* at this port, and of the *Empire City* at New-Orleans, our advices are extended to Nov. 9. There is the usual lack of interest in the news. The gales, of which we hear from every quarter, had visited the Southern Coast of Cuba with unusual severity.

The Overland Mail from California brings advices from San Francisco to the 24th ult. Business remained without improvement. Of general intelligence nothing of moment is reported.

Later intelligence from the Sandwich Islands informs us that King KAMEHAMEHA, in a fit of ungovernable passion, had murdered the gentleman who officiated as his private secretary. In his subsequent remorse, he had resolved to abdicate, but his advisers had prevented that measure.

The clipper-ship *Mastiff*, bound for Hong-Kong, had been burned at sea, off the coast of California. The *Mastiff* was a ship of 1,031 tons, full model, and rated A 1. She was built in Boston in 1856, and owned by Geo. B. UPTON, and, it is believed, was fully insured.

We receive particulars from late Haytian papers of the trial, conviction and execution of sixteen out of twenty of the prisoners engaged in the late conspiracy to overthrow the Government. The prisoners were found guilty of conspiracy, of the murder of President GEFFRARD's daughter, and of the attempt to assassinate the President himself. President GEFFRARD had issued a proclamation urging the people to unite with him in his efforts to establish a proper Government and increase the prosperity of Hayti.

No branch of the City Government overtasked itself yesterday. The Aldermen contented themselves with appointing clerks for the District Courts from the first to the seventh inclusive, notwithstanding the Mayor's absence from the Convention. There was not a quorum present in the chamber of the Board at the hour of the regular weekly meeting. The Councilmen did little beyond concurring with the Aldermen in determining to build a jail in Ludlow-street, between Grand and Broome.

There were 402 deaths in the City during the last week, being a slight increase over the number as exhibited by the returns for the corresponding weeks in 1857 and 1858. This is accounted for by the recklessness which the lower classes of the population exhibit in moving into tenement houses before the walls are sufficiently dry.

The investigation into the charge preferred against Dr. WILSON, of having attempted to poison his wife by administering chloroform to her while she was sleeping, was continued before Justice WELSH. Two of the parties who saw Mrs. WILSON on the night in question, were examined. Nothing new has as yet been developed.

JAMES IRVING, the Superintendent of Markets, was arrested yesterday, charged with assaulting and beating MARGARET HUCKMANN and ENGELHART HUMMANN, at Centre Market, the same morning. The accusers and the accused appeared before the Mayor, and finally settled their differences amicably.

The General Term of the Supreme Court yesterday rendered their decision in the appeal taken from Justice ROOSEVELT's order on the return to the mandamus in the old Police cases. The order appealed from is modified in some respects, but in otherwise affirmed. This decision only settles technical points in the case, and has no important bearing upon the merits. One of the suits brought in the same connection was marked as for trial before Justice MULLER at the Circuit, and the taking of testimony commenced, but no important progress made.

At a union prayer-meeting held in the Lecture-room of Dr. CHEEVER's Church last evening, united prayers were offered on behalf of JOHN BROWN and his associates, and two petitions were numerously signed requesting Gov. WISE to take prompt Executive clemency to prevent the operation of the sentence of death. The meeting thoroughly evinced the spirit of the Harper's Ferry invasion. A meeting of Radical Abolitionists was held at the Cooper Institute to consult as to the best method of liberating the condemned, and to secure the passage of a personal liberty bill.

Contrary to all expectation, the Mozart Hall Convention, which met last evening to advance Mayor WOOD as a candidate for the office from which he was ejected two years since, failed to accomplish the purpose for which it assembled. A contest between Judge DEAN and WILLIAM WISNER for the Chairmanship resulted in a split, and the Convention broke up in a most inharmonious manner. The Tammany General Committee listened to a speech from WM. D. KENNEDY, concerning his name as a candidate for the office of Recorder, which, it was known, he would decline. Nothing whatever was done by the

General Committee beyond fixing the time for the meeting of the primary Conventions.

There was an inactive Stock Market yesterday, in point of business done, while prices were generally steady, and equal to Saturday's rates. The Foreign Exchange market was quiet at 110 on London, with the standard Bankers'. The Money Market came as at the close of last week in rates, and with continued ease in the supply. The Bank Statement shows a further increase of a million each in Discounts and Deposits, and a steady line of Specie.

The sales of Cotton reached 2,500 bales, including 500 bales *in transitu*. Prices were unaltered. Flour was less active, having been held at prices above the views of speculative buyers. The movements in Grain and Groceries were limited. Included in the sales of the latter, were 40 hhds. new crop New-Orleans Molasses, at 35c. 40 gallons. A moderate business was transacted in Provisions. Hay, Hops and Tallow were inquired for. Whisky was more freely dealt in. Freights were somewhat irksome. Other branches of trade exhibited no important change.

France in Africa.

In the midst of Italian complications, ecclesiastical difficulties, Spanish alliances and English provocations, the Emperor of the French finds time to press steadily forward along that vast line of military and naval outposts which France has been slowly, but surely, drawing around the world during the last twenty-five years; and on one or another point of which it is morally certain that she must at no distant day invite a new and terrible conflict with Great Britain—that self-appointed civilizer of all Heathendom, worth the trouble of bringing within the "area of commerce and Christianity."

Our readers may remember that during the last season in Paris, the young Prince-Royal of Abyssinia, with his suite, divided the attention of Paris for a brief moment with potentates of a fairer complexion and of titles more familiar to that modern Muse of History, the newspaper. No special importance was attributed at the time to this incident, which seemed, indeed, to belong quite as much to the domain of romance as to the world of politics. One remembered RASSELAS, or wondered vaguely whether the young representative of this secluded African realm was really accustomed to regale himself on raw beefsteaks, and to array himself for his promenades in the Bois de Boulogne after the fashion which MANSFIELD PARKYNS has described to us as the supreme *ton* of modern Abyssinia, with a pat of salted butter on his head and no particular clothing upon his lower limbs. But Paris, under the reign of the third NAPOLEON, has grown accustomed to the most fabulous imitations of foreign royalty; and after welcoming the grand-daughter of GEORGE III. to the Tuileries, and entertaining the Envoys of Persia and Siam, could hardly be expected to make much ado even over an Abyssinian Prince. And the rest of the world took the matter as Paris took it, with a merely transient glow of curiosity, which the Prince did absolutely nothing to perpetuate or increase. He was, indeed, the most respectable and best-behaved of all possible Abyssinians.

And this, as it appears, not altogether without a motive. For we are now informed that the King of Abyssinia has formally ceded to France, in return for advantages easily to be divined, the absolute possession of the island and port of Massowah, in the Red Sea. On the face of it, this does not appear to be a very startling piece of intelligence, but a moment's reflection upon its connection with the present state of relations between France and England, and with the general policy of the former Power, as directed by the Emperor NAPOLEON, will show, we think, that it is not the least significant among the recent events of the Imperial reign. In and of itself, Massowah is a point of no very great importance. It is the chief port, indeed, of Abyssinia, and as such carries on a considerable trade with Mocha and the towns on the Red Sea, as well as with Bombay; and its four or five thousand inhabitants are infinitely more prosperous and thriving than the wretched people of Aden at the mouth, or the still more wretched people of Suez at the head of that narrow water. The French, who possess a peculiar aptitude for dealing with the Oriental races, might no doubt make a good thing commercially out of their new sovereignty, were that their main object in accepting it. But Massowah has other features, doubtless, more attractive to the actual ruler of France. It has the best harbor by far on the western coast of the Red Sea, and the island constitutes, with the arms of the sea which lock in the bay in which it lies, a highly defensible naval station; and it is impossible to overlook this aspect of the case in connection with the decided stand which France has just taken in regard to the piercing of the Isthmus of Suez. This scheme, earnestly favored by Austria, Spain, France, Sardinia, Russia, Prussia, and indeed all the Continental Powers, has just been interrupted by a positive order from the Sublime Porte to the Pasha of Egypt, demanding the suspension of all labor on the Canal, and the removal of all the materials accumulated for the work. This order is well understood to have been conceded to the diplomacy of Sir HENRY BULWER, the English Envoy in Turkey, and it has aroused the French Government in particular to the necessity of taking this matter up decisively and once for all. The semi-official *Constitutionnel* of Oct. 27 devotes a careful leading article to the subject, and attributing the English opposition to the canal to the "old English policy of exclusive maritime domination," informs Great Britain that she is "counting without the Powers, and without France at their head." England is further invited to remember that just as she now opposes the scheme of the Suez Canal did she oppose the conquest of Algiers, the bombardment of Tangier and Mogador, and the demonstration of Spain against Morocco. Yet all these things have taken place; and England may as well understand that "France possesses an irresistible force to secure the triumph of the rights of the Suez Company and the interests of civilization." The Suez Canal then will go forward. Massowah will be occupied as an outwork of the French influence in Egypt, and another step has been taken towards blocking the communications of England with that fatal Indian Empire which she is already quietly preparing to surrender to itself, and which she would unquestionably find it impossible to defend against any powerful foreign foe who might be so foolish as to covet it.

Massowah is a more healthy and habitable spot than either Aden or Perim, and the Power which holds Suez and Massowah will be virtually able to control the route to India, if only by simply blocking the way from Malta to the Indian Sea. If England thinks her tenure of Gibraltar likely to be endangered by the fortification of the Spanish posts in Morocco, it will be curious to see what her views will be of this new movement of a Power vastly more formidable than Spain, and in a direction in which England is infinitely more vulnerable to a sudden attack than at Gibraltar. Whatever those views may be, it is not to be supposed that they will command much attention from the French Emperor, who may fairly enough

ning back the English admiral of Perim in the face of his timid and captious allies. Without pretending to the gift of prophecy, or wishing to play the part of premature alarmists, we must, however, ask those of our readers who are gravely interested in the question of peace or war between the two most powerful maritime states of the world, to consider the singular improvement which the recent policy of France has effected in her position for military purposes relatively to the colonial empire of England. The treaties of 1815 reduced France to the sixth rank among the colonizing states of the world. She now holds the third place in the colonial hierarchy, England and Holland alone surpassing her in the extent and importance of their dependent dominions. But not only has France recovered so much lost ground from the point of view of territory and commerce merely. Her colonial accessions since 1815 have had a distinctively military and naval character, and this it is which gives them their chief value. In acquiring Algiers, France not only secured a magnificent school for her army, but a position admirably adapted for neutralizing the English possession of Malta. Under Louis PHILIPPE she secured the Comoro Isles, in the Mozambique Channel, as a first step towards reviving her claim of sovereignty over the splendid Island of Madagascar, on which NAPOLEON III. has since fixed the French flag. These possessions, with the Isle Bourbon, face the British Indies and afford a rallying point for the French squadrons in the Indian Ocean midway between the English colonies at the Cape of Good Hope and the west coast of India. They lie, too, to the south, as Massowah lies to the north of Aden and Perim. In Polynesia, the French dominion established over Tahiti and New-Caledonia has been steadily extending itself ever since the reëstablishment of the Empire, and the French fleets in the Pacific are now quite as well provided as the English with ports of refuge and reconstitution.

All this is no doubt eminently necessary to the due development of such a power as France: but the immediate coincidence of what looks very much like an occupation of the Red Sea with the movement of the Franco-Spanish forces against Morocco, may well suggest to England the question, how long in the nature of things it can be expected to be before her own anomalous attitude in the Mediterranean may be subjected to a revisal as peremptory as has been undergone by the Austrian pretensions in the Italian Peninsula?

The Texas Outrage.

Nothing could have been easier than to have put down CORTINAS, the Mexican bandit, and his associates, when they first began their outrages, if the Government had been properly prepared and had chosen to do so. His first attempts, like those of all outlaws, were made on a small scale and with some show of timidity, and they were resisted by the citizens of Brownsville with the ordinary courage of frontier settlers. The continuance of the attacks, and the partial success by which they were attended, however, not only increased his audacity, and caused fresh recruits to join him, but depressed and demoralized the Americans in a corresponding degree. At this stage, application for assistance was made to Gen. TWIGGS, the officer in command of the district, for the assistance of the United States troops, and it was refused, on the ground that they were already employed in repelling Indian ravages further north. The Brownsvillians, being left to their fate, seem to have finally succumbed. By the last accounts CORTINAS had captured the town, had planted the Mexican flag in it, had a small army under his orders, and was actually raising the population along the whole Mexican frontier against the American settlers on the Texan side, and the latter were flying for their lives in all directions.

Things having reached this pass, fifty United States soldiers have been dispatched to the scene of action. We hope they may prove sufficient, but unless aided by a large force of volunteers, we very much fear they will not; and we have no reason to suppose, from anything we have yet heard, many volunteers are available. Those which the frontier settlers could have furnished, seem to have been effectually used up, and by the time 50 United States soldiers have engaged CORTINAS and his 700 brigands two or three times, and pursued him a few weeks over hill and hollow, we are greatly afraid they will be effectually used up too, and the Commonwealth of Texas find itself no better off than ever. If the Administration thinks it worth while to move in the matter at all, it should, it seems to us, move with a force sufficiently great to enable it to execute its threats, and make itself respected. It is always so inglorious, when you start out with the firm determination to chastise a robber, to have the robber chastise you, that all ordinary and reasonable precaution ought to be taken to avoid any such discreditable contingency. Even if, as it is rumored, Mr. BUCHANAN has some thoughts of taking this opportunity of entering Mexico, and taking such measures therein as to render further incursions of this sort impossible, fifty men, we submit, is a ludicrous force with which to enter upon any such mission.

We cannot, we are sorry to say, see in the whole affair any indication that Mr. BUCHANAN has abandoned his darling system of doing things by halves, and doing those halves too late. He pacified Kansas by increasing the animosity of the rival factions, and subjugated Utah by letting the Mormons do what they please; and it is impossible to say now, whether he does not intend to revive the courage of the Texans by the overthrow of his own troops, and the still further success of the banditti. We are afraid he has been of late too much concerned by the great Northern conspiracy for the promotion of rebellion and anarchy, and has had too sharp an eye upon the performances of SEWARD, to bestow any attention on CORTINAS. We think we can assure him, however, that if he will only see to the safety of the Southern frontier, we can answer for it that the New-York Police will hold SEWARD in check.

THE SAN JUAN CONTROVERSY.—The London *Times* goes back to its old ground again on the San Juan affair. It no longer insists that the "channel" spoken of in the Treaty of 1846, means the *whole interval* between Vancouver's Island and the main land,—but claims the Strait of Rosario as the channel intended. It says:

"It need not be said that the Treaty was intended to give to England the possession of Vancouver's Island, and whatever islets and rocks lay westward of *the channel by which the Gulf of Georgia* is entered. That channel—*the channel to which the treaty refers*, and which the English Government claim—was the channel through which VANCOUVER sailed, and which had always been used by the few sailing vessels which visited the then inhospitable wilderness. So it was understood at the time, and the maps published in both countries are extant to show that the right of England to the little island of San Juan was fully recognized. But since that time great events have taken place. The tide of emigration has made California a powerful State, and the British possessions a flourishing colony. A new channel between San Juan and Vancouver's Island has come into use, and *being found deeper and safer*, has been much used, especially by steamers. It is on this ground that the discordant new pretend that the new channel was that referred to in the treaty; but it is only within the last year, or two that the subject has been even mooted."

The *Times* admits, at last, that the western channel is safer, deeper, and more used in navigation than the other. These facts certainly go far towards showing that it was the channel intended by the treaty—especially as its alleged recent discovery is quite unfounded in point of fact. The channel was as well known in 1846 as it is now—and if it was less used, that is only because there was much less occasion for using any. If the *Times* will refer to the map published by TALLIS, in London, in 1850, moreover, it will find the boundary laid down precisely as it is now claimed by the United States.

The treaty intended to give England Vancouver's Island and *nothing more*. No mention of anything else was made in the negotiations. The boundary line was dedicated solely to avoid dividing Vancouver's Island, and because England was urgent for the possession of the whole of it. The claim of the other islands is wholly an after-thought.

The *Times* closes its article thus:

"As the world is well aware, San Juan in itself is of no value; the real question is whether we shall, by the surrender of the island, allow the Gulf of Georgia to be closed, and access to a valuable colony interdicted, whenever it shall so please a foreign State. The channel which will remain to England if San Juan is ceded cannot be used should the island be fortified by the Americans, and we may as well give up Fraser River at once as hand over the key to the Gulf of Georgia.

This has nothing whatever to do with the question of right, or with the interpretation of the Treaty, on which alone the solution of that question depends. The argument, moreover, is quite as strong on our side as on that of England. If San Juan and all the other islands of the Gulf are to be surrendered to her and fortified, how are we to obtain access to the Gulf of Georgia? We may just as well give up the whole of Washington Territory as to thus hand over to England the key of the gulf. The *Times* furnishes us an additional argument of great force for the retention of San Juan.

A Case of Real Distress.

Our neighbor of the *Tribune* has our compassion. We have seldom read a more touching appeal to public pity than that contained in his columns yesterday morning. He is beset, badgered, tormented, and made unspeakably wretched by "the good people who most unreasonably *insist* on engrossing his columns" with such letters as the one which he published on Friday from Dr. CHEEVER's Church, concerning the Editor of the TIMES. "We printed it," he plaintively says, "*most reluctantly*, as we always print anything of that nature, and only after *entreating* the writer to seek his redress through the columns of the TIMES."

It would be cruel to doubt, after such an explosion of grief, that the *Tribune* always suffers intensely whenever it finds itself thus compelled to publish abusive personal attacks upon the Editor of this paper. Yet we do not quite understand why it indulges in the luxury of this woe quite so frequently. It must be in love with grief,—and passionately fond of making itself unhappy. But if it sincerely seeks relief from these "terrors of an Editor's harassed lot" we may give it a little aid in the effort, by giving it a leaf out of our own experience. We suppose that not a month has passed for years, without bringing to our table denunciations of the Editor of the *Tribune* of very much the same character, quite as just and truthful, written under quite as much provocation, and indicating very much the same temper as the letter which he published on Friday concerning the Editor of the TIMES. We put them invariably and very promptly into our waste-paper basket;—and if the writer of such a missive has the cool assurance to call personally and "insist" upon its publication, we inform him that he has mistaken the office,—that the *Herald* is published two streets, and a great many degrees, lower down,—and that the TIMES is not a sewer for the receptacle of filth, nor a public vehicle to be used for venting personal spite, or for slandering and degrading private character. We have never stooped to "entreat" persons of that stamp to go elsewhere with their wares; nor do we allow them to "drag" us into any controversy of that character.

We beg our neighbor to understand that we are not assuming to instruct him as to the proper mode of editing his paper, and still less are we claiming at his hands any immunity from personal abuse. We only give him a chapter from our own experience, from which he may possibly learn how to escape the tribulations which so sorely vex his placid and righteous soul.

We must congratulate our neighbor, in the midst of his afflictions, upon having at last discovered that "vituperation harms no one but its author." What a pity it is that the most useful wisdom comes so late in life, and costs so much in the way of sad and sorrowful experience.

Still another point:—we must correct the *Tribune's* evident misapprehension. It begs us, if possible, to continue to "do" our controversies "somewhere else than in its columns." As we have never asked the *Tribune* to print a word we have written on this subject, and as it has carefully neglected even to inform its readers that we have made any reply to the scurrilous attack upon us, which it went through the agony of publishing, we really do not see the pertinence of this suggestion.

Napoleon's Letter.

As we suggested on the first receipt of the intelligence that NAPOLEON III. had addressed a letter to the King of Sardinia, "demanding" the fulfillment of the engagements of Villafranca, this letter proves to have been published to the world by a Paris correspondent of one of the London journals; and its terms come to us over the telegraph, translated into the usual Anti-Gallican jargon of the English Press. It is possible that the correspondent in question may have really obtained a copy of the letter which he professes to publish, although it must certainly be owned to be rather odd that a missive of so much importance should have fallen into such hands within a week of its alleged date. But, however this may be, it now appears that the first report of the contents of this remarkable epistle was, as we branded it at the time, a perfectly wild, or perfectly ignorant fabrication. Not a word is said of restoring the magnificent Duke of Modena, but it is proposed that the Duchess of Parma be invested with the sovereign rights of that estimable Prince! For this singular proposition a certain shadow of reason may be found in the peculiar relations which exist between the Duchess of Parma and the Spanish Government on the one hand, and the Spanish Government and the Emperor NAPOLEON on the other. The Duchess of Parma was put by treaty stipulations expressly under the protection of Spain and the O'Donnell Ministry has already uttered a mild proclamation on the subject of her rights. Moreover, the Duchess of Parma is a French princess by blood and birth, and NAPOLEON may think it both wise and proper to make an extraordinary effort in behalf of a lady whose brother claims as of right the throne which he himself occupies "by the grace of God and the national will." The rest of the letter simply repeats what has been already a thousand times said of the "bases of Villafranca;" and there is absolutely nothing in the document as now presented, to modify the actual situation of the Italian question.

That question is fast passing from the control of autograph letters and secret diplomacy, and the policy of NAPOLEON III. is to all appearance absolutely identical with that of VICTOR EMANUEL in the ends at which it aims, and in urging a European Congress as the only possible means of reaching those ends at once peacefully, promptly and decisively. The grave uncertainties of the immediate future, as well in Germany as in the Mediterranean, make it extremely and almost equally important to all the Powers that the Italian difficulty should be definitely disposed of at the earliest possible day.

Democratic Prospects.

We published, several days since, Senator FITZPATRICK's letter upon the political issues now before the country, and spoke of it as indicating his adoption of the most ultra positions of the Southern school of Democrats. The Charleston *Mercury*, however, takes a very different view of the letter. It regards its quasi indorsement of Senator DOUGLAS as a good Democrat, and its promise to support him if nominated at Charleston, as fatal to all reliance upon the fidelity of the Alabama Senator to Southern rights and interests, in spite of his avowed adhesion to the doctrine of Congressional protection for Slavery in the Territories. The *Mercury* closes its comments thus:

"The preceding remarks have been penned in sorrow rather than acerbity. We have read the Senator's letter with profound regret. We would not intermeddle. But we have felt it due to the cause we represent to give expression to thoughts that occur upon the perusal of this unsatisfactory letter. The present is a period of momentous import in shaping the destinies of these Southern States. Principle and party expediency cannot be reconciled. *The Democratic Party must be a Southern party or no party.* It cannot serve slaveholders and also free-soilers with their arrogant and ruinous pretensions. There is need alike of wisdom and of courage. The people want fearless and able leaders to direct our councils and shape our destinies; men who float upon the surface and impotently ride the current, encumber public station. They are useless to the public, however potent in obtaining personal preferment. *The day of compromise and compromisers is past.* Public sentiment at the South demands men of sterner stuff to maintain rights without equivocation or shrinking from any consequences forced upon us by the North. To Alabama and Mississippi we look to shape the course of the South. We trust they will be equal to the undertaking."

This is by no means the first occasion on which the *Mercury* has held language like this. Its natural position and sympathies have always been with the most ultra school of Southern Democrats, and for at least ten or fifteen years past it has regularly declared that there could be no further compromise with the North,—that the South must have all its exactions granted or it must quit the Union. For this reason we attach comparatively little importance to its present fulminations. It has never hitherto been the accredited organ of even the Southern section of the Democratic Party: still less has it ever laid down the party platform for the whole country.

The *Mercury* now declares that "the Democratic Party must be a *Southern* party or no *party*." If this be true it is in a bad predicament,—for if it becomes one it will become both. Its extinction is certain the moment it complies with the *Mercury's* demand. It owes its present shattered condition to the fact that it has been too much a Southern party already. All its strength is due to the odor of nationality that still hangs around it.

If the *Mercury*, or any other professed Democratic journal at the South, desires to promote the success of that party, it must travel exactly in the opposite direction to this which is now designated. The Democratic Party must become *more* National and *less* Southern than it has been hitherto, or its days are numbered. It escaped destruction by the skin of its teeth in 1856,—solely because it paid too little regard to Northern rights and Northern sentiments. That sentiment is stronger now than it was then,—and the Democratic Party is weaker. It does not require any superhuman wisdom to see where its safety lies. We do not believe any Old Hunker can be found in any Northern State, who will tell the Democrats of the South any other story or give them any other advice.

If the Southern Democracy has really made up its mind to dissolve partnership with its Northern allies and set up on its own hook, the *Mercury's* advice is good. The result of such a step will be simply to elect a Republican President—to place the government of the country in the hands of the North. The *Mercury*, the Richmond *Enquirer*, the Richmond *Whig*, and the kindred journals at the South which insist upon these ultra measures, are really rendering most vigorous and effective service to the Anti-Slavery Party in the northern States. They seem ignorant of the fact, or indifferent to it, just now; but they will wake up to it ere long.

THE MISSING STEAMER NORTH STAR.—The steamer *Daniel Webster*, which arrived at this port yesterday with the California passengers, of the Vanderbilt line, brings no tidings of the missing steamer *North Star*. The *Webster* left Aspinwall at 4 o'clock P. M. of the 4th instant, at which time she was fully a week overdue at that port. The last that was seen of the *North Star* was on the 21st of October, late in the day, at which time she and the steamer *Atlantic* parted company off the Capes of Virginia, twenty-five days ago. Her non-arrival at her destination was the cause of much uneasiness, and among the officers and passengers of the *Daniel Webster*, the impression that a serious disaster must have occurred to her was very general. Being in the direct track of vessels from the Gulf, and within one or five days' sail of some one of the Southern ports, the news of any common casualty, such as the breaking of her machinery, would undoubtedly have been reported long since. These circumstances, taken in connection with the fact that heavy gales prevailed along the coast of Florida and in the Caribbean Sea since the departure of the *North Star*, convert the suspense hitherto felt into painful anxiety for her safety. A lingering hope is felt that she may have reached Nassau or Kingston, Jamaica, and that any intelligence has reached us from those places. A few days, or at furthest, must decide the doubts which now hang over her fate and that of the five hundred souls on board of her. It is understood that the *Daniel Webster* will take the place of the missing steamer, and carry the mails and passengers on the 20th inst.

PASSPORTS.—The following official notice from the Department of State, appears in the *Constitution*:

"Information has been received at this Department, from an official source, that certificates from notaries in the United States of America, issued to naturalized or unnaturalized inhabitants, do not confer the right of entrance into Prussia, nor into any of the States Germany, nor, even with the visa of ministers or consuls, would they have any validity as passports. Furthermore, the only passports in the United States which are of any validity, are those issued by the General Government at Washington."

Miscellaneous.

The Philadelphia *Ledger* says: "The Kirkpatrick case, which excited so much attention during the Summer of 1858, has taken another shape. Two of defendants in that case, Robert B. Kirkpatrick and Sarah Kirkpatrick, having become plaintiffs in a suit against Edwin Kirkpatrick, Mr. P. Hutchinson and Charles C. Cuins, the suit being brought to recover damages for the alleged malicious prosecution and false imprisonment of Mrs. Sarah Kirkpatrick. The suit was commenced in the Supreme Court, and referred, under the act of Assembly, to arbitrators. The jury in the case before Judge Allison discharged Mrs. Kirkpatrick and Josiah Pierce upon all the counts in the indictment. They found Mr. and Mrs. Kirkpatrick not guilty upon the first three counts, but guilty upon the twelfth and thirteenth counts. The counts charged assaults, with intent to murder, which were included in the counts upon which there had been an acquittal. The counsel for the defendants moved in motion in arrest of judgment and for a new trial, and on the 22d of January last, the present plaintiffs were finally discharged by the judge. It was then that the present suit was instituted. The arbitrators were engaged in the hearing of the numerous witnesses from April 28 to Oct. 21, when they rendered an award in favor of Mrs. Kirkpatrick for $3,000.

The prisoners confined in the Portage County Jail, at Ravenna, Ohio, made a desperate attempt to break jail last week. Having removed a stone, a counterfeiter, named Conn, escaped before the alarm was given. As soon as he was apprised of the movement, the jailer took his station at the hole and as each head as it made its appearance with a caution. One fellow finally managed his head in a position that the jailer tried the drop game with a brick, and the protuding cranium was quickly withdrawn. The prisoners were then soon secured.

The following petition to the Legislature is in circulation in Maine: "The undersigned respectfully ask you to put an end to slave-hunting in Maine, by enacting that no person, who has been held as a slave, shall be delivered up by any officer or court, State or Federal, within this State, to any one claiming him on the ground that he owes service or labor to such claimant, by the laws of one of the Slave States of this Union."

The foundation of a new fort on Hog Island Ledge, Portland harbor, has just been completed. The foundations could only be worked at low water, and the process was a long and tedious one. The cost of the fort is estimated at $100,000, and it is to be fitted to mount 20 guns. It will command all the entrances and all the anchorage ground of the harbor.

The Committee on obtaining subscriptions for the proposed Farmers' Bank in Boston reported, at a meeting which was held on Saturday, that $50,000 worth of stock had been taken, and expressed the belief that the remaining $50,000 would be procured within a week. It was adopted and authorized to examine into the proper location for the institution.

Edward Vincent, formerly of New-York, and an employe at the Brooklyn Navy Yard, was on Wednesday last found drowned in a pond near Middle Five-Mile River, between Darien and Norwalk, Connecticut. It is understood that he had for some days previous exhibited signs of extreme mental depression, on account, it was supposed, of the impossibility of obtaining a sum of money due him.

The emigration from New-England to the Pacific still continues quite active—a large number from this region going out by the steamers which left New-York on Saturday. Many are tempted by the low rate of fare, to give up their occupation here, in order to try their luck in the Golden State.

The Supreme Court, in its present session at Boston, has heard seventy-five appeals in liquor convictions. It has, in nearly all these cases, overruled the exceptions and remanded the parties back to the lower Court for sentence.

Solomon Ray, the Sheriff of Yancey County, North Carolina, has absconded with about $10,000. Geo. W. Glenn, Sheriff of McDowell County, North Carolina, has also absconded, carrying off a large amount of money.

BROOKLYN INTELLIGENCE.

Common Council—Board of Canvassers—Grand-street Railroad.

The Aldermen assembled at 5 o'clock last evening and organized as a Board of Canvassers. The returns not having all been received by the clerk, a special Committee was appointed to take charge of them, and an adjournment was made for one week. The Aldermen immediately organized as the Common Council. RICHARD HARMAN, who broke his leg on one of the streets while it was out of repair, sent in a communication offering to withdraw the suit which he had brought against the city and to compromise the matter for the sum of $750, which includes the costs of the suit. The proposition was accepted and the money ordered to be paid. The Grand-street Railroad was brought up again in the form of a resolution, which was adopted, directing the City Clerk to readvertise for proposals. They must be sent in within five days after the first publication of the notice. A resolution to re-district the Election Districts of the city was referred to the Aldermen of each Ward to report. An ordinance was presented to enable the Police to disperse the crowds standing on the street corners, and was referred to the Corporation Counsel. A resolution was presented, and referred, requiring the Surrogate and Registers to remove from the apartments occupied by them in the City Hall before the 1st of January next, and giving the permanent Water Board leave to occupy the rooms. The examination of the accounts of the Collector of Taxes by the Comptroller and Auditor, was ordered for the year ending June 30, 1859.

Taxes	$1,446,226 68
Arrears	81,000 00
Default and interest	81,000 00
Advertising	10,000 00
Due Redemption Act	14,000 00
In Bank, July 1, 1859	14,773 32
Total	$1,646,999 99

Of the above amount, $20,000 is to be paid to the Corporation and the balance into the City Treasury.

The communication was placed on file. The Corporation Counsel stated in a communication that there are now seventy-five suits pending in his office, and that the following street openings are required: Middle, Atlantic, Schermer, Hall, First, Fourth and River streets, and Southside and Brooklyn avenues. The Board then adjourned for one week.

BOARD OF SUPERVISORS.—An adjourned meeting of the Board of Supervisors was held last evening. The special object of the meeting was to collect the assessment rolls, but as the mandamus preventing this had not been granted, the Board, after the transaction of some unimportant business, adjourned to meet again this morning, by which time it is supposed that the rolls can be completed. The Supervisors also meet to-day as a Board of Canvassers.

THE PLYMOUTH LECTURES.—The Lecture at the Plymouth Church, this evening, will be delivered by Mr. HENRY J. RAYMOND. The subject will be the "Late War in Italy."

CITY INTELLIGENCE.

A NEW AT CHRIST CHURCH—WILLIAM A. CLARK, Esq., will deliver a lecture in the Lecture-room of Christ Church, Fifth-av., corner of 35th-st., This Evening, at 7½ o'clock, on "The Life and Character of Lord Bacon." Tickets 25 cents each.

ASSEMBLY BUSINESS.—WILLIAM BISSETT, a colored man, was arrested, on the complaint of Mr. Thomas Hall, of No. 5 Bayard-st., charged with stealing a large quantity of clothing, bedding, &c., from the premises of the complainant. The property was found in the possession of the prisoner, and he was committed to prison for examination.

ATTEMPTED BURGLARY.—Officer Hyatt, of the Fifth Ward Police, arrested, early yesterday morning, a man named Thomas Hall, who was found in the basement of No. 5 Bayard-st., with a bundle of clothing in his possession, which he had stolen from the premises. He was committed to prison for examination.

ARREST OF ALLEGED PICKPOCKETS.

Officer Dickson, of the Detective Police, last evening arrested Henry Titchard and Thomas Holmes, charged with picking the pocket of Mr. Thomas Hall, of No. 5 Bayard-st., of a pocket-book containing $70 in bills. Titchard was committed to prison in default of $1,000 bail, and Holmes in default of $500 bail.

Officer Dickson, of the Detective Police, arrested, last evening, Thomas Hall, charged with picking the pocket of Mr. Thomas Hall, of No. 5 Bayard-st., of a pocket-book containing $70 in bills. Hall was committed to prison in default of $1,000 bail.

ARREST FROM ADJOINING STATES.

Officer Dickson, of the Detective Police, arrested, last evening, Thomas Hall, charged with picking the pocket of Mr. Thomas Hall, of No. 5 Bayard-st., of a pocket-book containing $70 in bills. Hall was committed to prison in default of $1,000 bail.

COURT OF NEW-YORK.

From the 9th day of November to the 15th day of November, 1859, inclusive:

	Total.	Males.	Females.	Colored Persons.
Births	323	164	159	9
Deaths	429	213	216	9
Children	97	49	48	3
Adults	332	164	168	6
Strangers	190	95	95	2

DEATHS FROM DIFFERENT DISEASES.

Abscess	1	Hydrocephalus	1
Apoplexy	1	Inflammation of Brain	1
Asthma	1	Inflammation of Bowels	1
Bleeding	1	Inflammation of Lungs	1
Bronchitis	1	Inflammation of Throat	1
Cancer	1	Intemperance	1
Cholera Infantum	1	Jaundice	1
Consumption	1	Marasmus	1
Convulsions	1	Old Age	1
Croup	1	Paralysis	1
Debility	1	Pleurisy	1
Delirium Tremens	1	Scarlet Fever	1
Dropsy	1	Stillborn	1
Dropsy in the Head	1	Unknown	1
Drowned	1	Whooping Cough	1
Erysipelas	1		

CITY INSPECTOR'S OFFICE.

WEEKLY REPORT OF DEATHS IN THE CITY AND COUNTY OF NEW-YORK.

From the 9th day of November to the 15th day of November, 1859.—Men, 108; Women, 83; Boys, 113; Girls, 97; Total, 403; Adults, 190; Children, 213; Males, 211; Females, 192; Colored Persons, 9.

DEATHS FROM DIFFERENT DISEASES.

Abscess	1	Hydrocephalus	1
Apoplexy	1	Inflammation of Brain	1
Asthma	1	Inflammation of Bowels	1
Bleeding	1	Inflammation of Lungs	1
Bronchitis	1	Inflammation of Throat	1
Cancer	1	Intemperance	1
Cholera Infantum	1	Jaundice	1
Consumption	1	Marasmus	1
Convulsions	1	Old Age	1
Croup	1	Paralysis	1
Debility	1	Pleurisy	1
Delirium Tremens	1	Scarlet Fever	1
Dropsy	1	Stillborn	1
Dropsy in the Head	1	Unknown	1
Drowned	1	Whooping Cough	1
Erysipelas	1		

CITY GOVERNMENT.

NO QUORUM.

BOARD OF ALDERMEN.

At 4 P. M., yesterday, a majority of the members of the Board of Aldermen were in their seats, but there was not a sufficient number present to constitute a quorum, and therefore no business was transacted.

THE BOARD OF COUNCILMEN.

At the meeting of the Board of Councilmen, last evening, a petition was received from the Dept. of Dumb Asylum Commissioners, asking that a resolution to the Comptroller with power.

A resolution to pay Charles Minton $300 for plans, &c., for the City Hall, was referred to the Committee on Finance.

The Board concurred with the Aldermen in determining to regulate and grade Eighth-avenue between One Hundred and Second and One Hundred and Eighth-streets, in conformity with the Commissioners' plan.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Thirty-fourth and Forty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-fourth and Forty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-fifth and Forty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-sixth and Forty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-seventh and Forty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-eighth and Forty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Forty-ninth and Fiftieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fiftieth and Fifty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-first and Fifty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-second and Fifty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-third and Fifty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-fourth and Fifty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-fifth and Fifty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-sixth and Fifty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-seventh and Fifty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-eighth and Fifty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Fifty-ninth and Sixtieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixtieth and Sixty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-first and Sixty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-second and Sixty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-third and Sixty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-fourth and Sixty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-fifth and Sixty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-sixth and Sixty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-seventh and Sixty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-eighth and Sixty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Sixty-ninth and Seventieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventieth and Seventy-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-first and Seventy-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-second and Seventy-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-third and Seventy-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-fourth and Seventy-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-fifth and Seventy-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-sixth and Seventy-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-seventh and Seventy-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-eighth and Seventy-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Seventy-ninth and Eightieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eightieth and Eighty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-first and Eighty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-second and Eighty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-third and Eighty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-fourth and Eighty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-fifth and Eighty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-sixth and Eighty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-seventh and Eighty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-eighth and Eighty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Eighty-ninth and Ninetieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninetieth and Ninety-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-first and Ninety-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-second and Ninety-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-third and Ninety-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-fourth and Ninety-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-fifth and Ninety-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-sixth and Ninety-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-seventh and Ninety-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-eighth and Ninety-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Ninety-ninth and One Hundredth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundredth and One Hundred and First streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and First and One Hundred and Second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Second and One Hundred and Third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Third and One Hundred and Fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fourth and One Hundred and Fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifth and One Hundred and Sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixth and One Hundred and Seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventh and One Hundred and Eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighth and One Hundred and Ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninth and One Hundred and Tenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Tenth and One Hundred and Eleventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eleventh and One Hundred and Twelfth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twelfth and One Hundred and Thirteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirteenth and One Hundred and Fourteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fourteenth and One Hundred and Fifteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifteenth and One Hundred and Sixteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixteenth and One Hundred and Seventeenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventeenth and One Hundred and Eighteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighteenth and One Hundred and Nineteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Nineteenth and One Hundred and Twentieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twentieth and One Hundred and Twenty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-first and One Hundred and Twenty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-second and One Hundred and Twenty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-third and One Hundred and Twenty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-fourth and One Hundred and Twenty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-fifth and One Hundred and Twenty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-seventh and One Hundred and Twenty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-eighth and One Hundred and Twenty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Twenty-ninth and One Hundred and Thirtieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirtieth and One Hundred and Thirty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-first and One Hundred and Thirty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-second and One Hundred and Thirty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-third and One Hundred and Thirty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-fifth and One Hundred and Thirty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-sixth and One Hundred and Thirty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Thirty-ninth and One Hundred and Fortieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fortieth and One Hundred and Forty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-first and One Hundred and Forty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-second and One Hundred and Forty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-third and One Hundred and Forty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-fourth and One Hundred and Forty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-fifth and One Hundred and Forty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-sixth and One Hundred and Forty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-seventh and One Hundred and Forty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-eighth and One Hundred and Forty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Forty-ninth and One Hundred and Fiftieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fiftieth and One Hundred and Fifty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-first and One Hundred and Fifty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-second and One Hundred and Fifty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-third and One Hundred and Fifty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-fourth and One Hundred and Fifty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-fifth and One Hundred and Fifty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-sixth and One Hundred and Fifty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-seventh and One Hundred and Fifty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-eighth and One Hundred and Fifty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Fifty-ninth and One Hundred and Sixtieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixtieth and One Hundred and Sixty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-first and One Hundred and Sixty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-second and One Hundred and Sixty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-third and One Hundred and Sixty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-fourth and One Hundred and Sixty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-fifth and One Hundred and Sixty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-sixth and One Hundred and Sixty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-seventh and One Hundred and Sixty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-eighth and One Hundred and Sixty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Sixty-ninth and One Hundred and Seventieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventieth and One Hundred and Seventy-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-first and One Hundred and Seventy-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-second and One Hundred and Seventy-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-third and One Hundred and Seventy-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-fourth and One Hundred and Seventy-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-fifth and One Hundred and Seventy-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-sixth and One Hundred and Seventy-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-seventh and One Hundred and Seventy-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-eighth and One Hundred and Seventy-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Seventy-ninth and One Hundred and Eightieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eightieth and One Hundred and Eighty-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-first and One Hundred and Eighty-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-second and One Hundred and Eighty-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-third and One Hundred and Eighty-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-fourth and One Hundred and Eighty-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-fifth and One Hundred and Eighty-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-sixth and One Hundred and Eighty-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-seventh and One Hundred and Eighty-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-eighth and One Hundred and Eighty-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Eighty-ninth and One Hundred and Ninetieth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninetieth and One Hundred and Ninety-first streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-first and One Hundred and Ninety-second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-second and One Hundred and Ninety-third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-third and One Hundred and Ninety-fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-fourth and One Hundred and Ninety-fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-fifth and One Hundred and Ninety-sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-sixth and One Hundred and Ninety-seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-seventh and One Hundred and Ninety-eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-eighth and One Hundred and Ninety-ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between One Hundred and Ninety-ninth and Two Hundredth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundredth and Two Hundred and First streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and First and Two Hundred and Second streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Second and Two Hundred and Third streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Third and Two Hundred and Fourth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Fourth and Two Hundred and Fifth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Fifth and Two Hundred and Sixth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Sixth and Two Hundred and Seventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Seventh and Two Hundred and Eighth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Eighth and Two Hundred and Ninth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Ninth and Two Hundred and Tenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Tenth and Two Hundred and Eleventh streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Eleventh and Two Hundred and Twelfth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Twelfth and Two Hundred and Thirteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Thirteenth and Two Hundred and Fourteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Fourteenth and Two Hundred and Fifteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between Two Hundred and Fifteenth and Two Hundred and Sixteenth streets, from the present grade to the established grade.

The Board concurred with the Aldermen in ordering the grading and flagging of the sidewalks on Fourth-avenue, between

New-York Tribune, Business, November 15, 1862

FURNITURE.

CARPETINGS, OIL CLOTHS, &c.

CHARLES POTTER & CO.,
No. 59 John-st., near Broadway.

THE INSANITY OF GUERRY SMITH.

From the Albany Evening Journal.

WHEN those who have known Guerry Smith upheld his cause, and pleaded for him, they did so in the belief that he was insane, and that his insanity was the result of a fall from his horse. Some time after the accident, he was taken to the Asylum for the Insane at Utica, and there remained for several months. He was then discharged, and returned to his home in this city. Soon after his return, he began to show symptoms of insanity, and was again taken to the Asylum, where he remained until his death. The following letter from Dr. Gray, the Superintendent of the Asylum, to Mr. Smith, will be read with interest:

UTICA, Nov. 13, 1860.

DEAR SIR: Your son Guerry died at the Asylum this morning, at 7 o'clock, of congestion of the lungs. He was taken ill on Thursday last, and his disease ran its course in a few days. He was not conscious during his illness, and suffered little pain. His remains will be taken to Albany by the 9 o'clock train this morning, and will be in charge of Mr. Wm. Hall, who will call upon you at your residence. Yours, truly,

J. P. GRAY.

The duties of the Asylum require that the remains of deceased patients be taken away as soon as possible after death, and I hope you will excuse the haste with which your son was buried.

PERSONAL.

List of Americans registered at the Embassy of France, Paris, from Oct. 20 to Oct. 27, 1860:

NEW-YORK.

A. W. Ketchum, R. Martin, J. Pelletier, C. Crouch, H. Bloul and daughter, A. Mallon, A. Mahaut, R. Lincoln and family, Hon. D. C. Langdon and wife, H. Carpentier, S. H. Carpenter and family, C. M. Hutchman, J. T. Fields and wife, G. Bemis.

PHILADELPHIA.

Miss Ellis, Miss Ellis, Miss Ellis,